Centre for Accident Research and Road Safety - Queensland (CARRS-Q)

RURAL & REMOTE

ROAD SAFETY STUDY

Monograph 3

Rural and Remote Road Safety Research Project

Five year crash and area profile of North Queensland

January 1st 1998 - December 31st 2002

JCU James Cook University

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Queensland Government

The Centre for Accident Research and Road Safety – Queensland (CARRS-Q) was established in 1996 as a joint venture initiative of the Motor Accident Insurance Commission (MAIC) and Queensland University of Technology (QUT).

The Centre was created to address the enormous human, economic and social costs resulting from road crashes. It has expanded its research scope to include the broader area of injury prevention with a particular interest in youth and risk-taking behaviours. Its charter is to identify, assess and initiate innovative priority-driven research and teaching programs leading to the development and implementation of strategies to improve safety on our roads, in our workplaces and in our communities.

The Centre aims to strengthen and broaden research and intervention development in the areas of vulnerable road users, illegal and high-risk behaviours, the human behaviour and technology interface, school and community-based road safety education and workplace safety.

As one of the few nationally recognised, university-based research centres of its kind in Australia, CARRS-Q is an important player in the international pursuit of road safety. Its visionary approach, quality standards and innovative outcomes make it an award-winning centre for road safety and accident prevention research and education.

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Abstract

This report profiles the sociodemographic and transport statistics of the study area for the Rural and Remote Road Safety Project, which is being conducted by CARRS-Q at Queensland University of Technology, and James Cook University. It forms part of a larger program of research and intervention aimed at reducing the high rates of fatalities and serious injuries that occur due to road crashes in rural and remote North Queensland. Background research has demonstrated that rural people are at much higher risk of death and injury on the roads. Further, it has highlighted the lack of initiatives designed to utilise their experience and knowledge of conditions and possible safety measures. As such, this is the first study of its kind done in the world. Presented are the findings from the first stage of the project which includes: (i) regional profiles and comparisons within North Queensland; and (ii) an overview of road traffic crashes in the area during the five-year period preceding the study (January 1st 1998 to December 31st 2002). Population statistics were obtained from the Australian Bureau of Statistics, and road traffic crash data extracted from Queensland Transport's WebCrash 2 database. The report also includes demographic information about the Indigenous population in North Queensland.

Keywords

Rural and remote, transport statistics, road crashes, road safety.

Notes

1. CARRS-Q research and activity reports are disseminated in the interests of information exchange.
2. The views expressed are those of the author(s) and do not necessarily represent those of the Centre for Accident Research & Road Safety – Queensland.

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CARRS-Q

April 2006

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Introduction

This report provides a comprehensive profile of the study area for the Rural and Remote Road Safety Project. In 2003 CARRS-Q received “whole of government “ funding and support from all relevant Queensland State Government Departments to undertake a comprehensive program of research and intervention in rural and remote North Queensland. The program of research aims to reduce the unacceptably high rates of fatalities and serious injuries that occur in these rural regions due to road crashes. Background research has shown that not only are rural people at much higher risk of death and injury on the roads but also that there has been very little work done to learn from their experience and knowledge of conditions and possible safety measures. This is in fact the first study of its kind done in the world.

The program which is being run by the CARRS-Q Centre at QUT and James Cook University targets all serious crashes in the region. The present document presents the findings from the first stage of the project which is to:

- *Undertake a comprehensive review of sociodemographic and transport statistics to develop a comprehensive baseline data set on the region.*

It includes: (i) regional profiles and comparisons within North Queensland (with respect to demographics and the major indicators of the socio-economic climate, general health status, primary production, and access to health and other services); and (ii) provides an overview of road traffic crashes in the area during the five-year period preceding the study (January 1st 1998 to December 31st 2002). As such, the information presented in this document serves as baseline data prior to the commencement of the project. North Queensland in this context consists of the Statistical Divisions - Far North, North West and Northern – as defined by the Australian Bureau of Statistics (ABS) (see Figure 1).

Figure 1.1. Statistical divisions of Queensland

This report is divided into four sections. The first describes North Queensland as a whole, while sections two through four describe each region and its recent crash history independently.

A distinction between 'urban' and 'rural' areas is often made in this report. The areas classified as 'urban' for the purposes of the Rural and Remote Road Safety Research Project are Cairns City Part A, Thuringowa City Part A and Townsville City Part A, as defined by the ABS. The balances of the regions are thus classified as 'rural' areas. Areas classified as 'urban' are not included in the Rural and Remote Road Safety Research Project.

Population statistics in this report were obtained from the Australian Bureau of Statistics (ABS, Regional Population Growth, 3218.0, 2000-01). Estimated resident population figures are based on usual residence, with variations due to overseas migration and interstate movements taken into account. Estimated resident population figures exclude overseas visitors. Where estimated resident population figures were not readily available, data from the 2001 Census of Population and Housing were used, excluding overseas visitors.

Road traffic crash data outlined in this report were extracted from Queensland Transport's WebCrash 2 database by project staff on September 21, 23 and 24, 2004. This database primarily relies on information from Queensland Police Service Traffic Incident Reports. Therefore, any crash not attended by an officer or reported to the police will not necessarily be included. The data available from WebCrash 2 does not include off-road crashes. Hospital morbidity data supplied by Queensland Health suggest that about 12% of hospital admissions for traffic-related trauma involve crashes occurring off-road. Most crashes are finalised on the database within 12 months, so it is expected that all eligible on-road crashes from the five-year period described in this report were in the database at the time it was accessed.

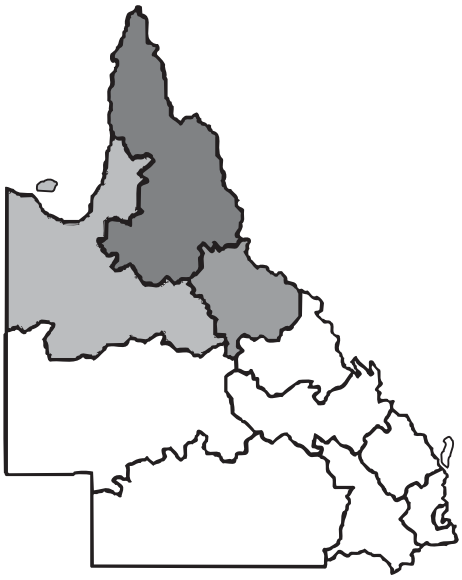
When crash data is included in this report, the terms used reflect those in WebCrash 2. For example, 'units' are any unit type that may be involved in a road crash, which can include cars, utilities, vans, trucks, articulated vehicles, omnibuses, motorcycles, special purpose vehicles (such as tractors), towed devices, bicycles, four wheel drives, road trains and pedestrians. Animals are not considered units. 'Casualties' in the Rural and Remote Road Safety Project are defined as fatalities and hospitalisations of more than 24 hours resulting from a road crash. 'Road User Type' is a term used to describe different groups within the population who are utilising roads and their surrounds. Road user types include drivers, passengers, pedestrians, motorcycle riders and pillion passengers and bicycle riders and pillion passengers.

Indigenous Communities

This report includes demographic information about the Indigenous population in North Queensland. However, it is acknowledged that there are inherent problems with Census data pertaining to remote communities. The accuracy of Census data at the small area level is questionable and must be treated with caution. A recent examination of Queensland Indigenous population counts conducted by the Office of Economic and Statistical Research (2002) found Census figures underestimate the Aboriginal and Torres Strait Islander (ATSI) population, as evidenced by post enumeration surveys. Furthermore, Census data is subject to much fluctuation, whereby significant changes in the total population reflect corresponding changes in the propensity to identify as Indigenous or not. Consequently, it is advised to view official ABS population statistics with caution and check with other sources where possible. See Appendix A for a list of sources and further information relevant to this project.

As of 2002, a number of Aboriginal Councils and Torres Strait Islander Councils were added to the list of Statistical Local Areas used by the Australian Bureau of Statistics. Although there is no data available for these councils for the five-year period of this report, this will be relevant to the Rural and Remote Road Safety Project, and provides valuable information about the Indigenous population. Lists of Aboriginal and Torres Strait Islander Councils are included in this report by region for the reader's information only.

Section 1. North Queensland Overview



This section will briefly describe the Rural and Remote Road Safety Research Project area, North Queensland. The following sections describe the three regions that make up the study area (Far North, North West and Northern) in more detail.

1.1 Demographics of North Queensland

As can be seen in Table 1.1, North Queensland accounts for 38.1% of Queensland's total land area, but 12.5% of the total estimated resident population of the state (ABS, Regional Population Growth, 3218.0, 2000-2001).

Table 1.1. Estimated resident population (as at June 30, 2001) and land area of North Queensland regions (percent of Queensland in parentheses)

	Estimated resident population	Land area km^2	Persons per km^2
Far North	228,154 (6.3%)	269,223.9 (15.5%)	0.8
North West	35,906 (1.0%)	312,052.3 (18.0%)	0.1
Northern	190,170 (5.2%)	80,059.2 (4.6%)	2.4
North Queensland	454,230 (12.5%)	661,335.4 (38.1%)	0.7
Queensland Total	3,627,816	1,734,189.6	2.1

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

The persons per square kilometre figures indicate that on average, there are three times as many people per square kilometre in Queensland than in the North Queensland Division. However, there is much variation within the region. The Far North has a similar population per square kilometre to the North Queensland region as a whole, while the North West Division, the largest of the three in area, has a much sparser population. The Northern Division, which includes Townsville, has a population per square kilometre that is slightly higher than the state average.

Table 1.2 presents the same data included in Table 1.1, but divides the regions into urban and rural areas as defined by the Rural and Remote Road Safety Research Project. The Far North has one urban area, Cairns City Part A, while the Northern region has two urban areas, Thuringowa City Part A and Townsville City Part A. The entire North West region is considered rural in this project.

Table 1.2. Estimated resident population (as at June 30, 2001) and land area of North Queensland regions by urban and rural classifications (percent of region in parentheses)

	Estimated resident population	Land area km²	Persons per km²
Far North	228,154	269,223.9	0.8
Urban areas	116,789 (51.2%)	488.1 (0.2%)	239.3
Rural areas	111,365 (48.8%)	268,735.8 (99.8%)	0.4
North West	35,906	312,052.3	0.1
Northern	190,170	80,059.2	2.4
Urban areas	132,538 (69.7%)	454.4 (0.6%)	291.8
Rural areas	57,632 (30.3%)	79,604.8 (99.4%)	0.7
North Queensland	454,230	661,335.4	0.7
Urban areas	249,327 (54.9%)	942.5 (0.1%)	264.5
Rural areas	204,903 (45.1%)	660,392.9 (99.9%)	0.3
Queensland Total	3,627,816	1,734,189.6	2.1

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

From Table 1.2 it can be seen that urban areas account for only 0.1% of the land area in North Queensland, but 54.9% of the population, which equates to 264.5 people per square kilometre. However, the Rural and Remote Road Safety Project is only concerned with the rural areas of North Queensland. That is, this project covers 99.9% of the land area of North Queensland, but only 45.1% of the population (0.3 people per square kilometre).

Table 1.3 shows estimated resident population change (or growth) within the North Queensland region from June 30, 1996 to June 30, 2001. North Queensland had slightly less annual average resident population growth than Queensland, although growth in urban areas was similar to the state figure. There was little change in rural areas. The exception to this was the Far North Balance statistical subdivision, which had a growth rate only slightly less than the urban areas of the Far North region. Interestingly, North West region resident population figures fell slightly.

Table 1.3. Estimated resident population and growth from 1996 to 2001 by urban and rural areas of North Queensland

	June 30 1996	June 30 2001	Total Change	Annual Avg. Change
Far North	221,501	227,651	2.7%	0.5%
Urban areas	111,865	115,301	3.1%	0.6%
Rural areas	109,636	112,350	2.5%	0.5%
North West	38,216	38,682	1.2%	0.3%
Northern	178,289	188,667	5.8%	1.2%
Urban areas	121,667	133,003	9.3%	1.9%
Rural areas	56,622	55,664	-1.7%	-0.3%
North Queensland	438,006	455,000	3.9%	0.8%
Urban areas	233,532	248,304	6.3%	1.3%
Rural areas	204,474	206,696	1.1%	0.2%
Queensland Total	3,338,690	3,627,816	8.7%	1.7%

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 1.4 outlines the number of people in North Queensland who identify as Indigenous according to the 2001 Census of Population and Housing, by statistical division and urban and rural areas. Indigenous persons are those who identify as Aboriginal, Torres Strait Islander, or both.

Table 1.4. Indigenous population of North Queensland by statistical division and urban and rural classifications (percent of total population excluding overseas visitors in parentheses)

	Males	Females	Total Persons
Far North	14,368 (12.5%)	14,541 (12.9%)	28,909 (12.7%)
Urban areas	4,113 (7.2%)	4,706 (8.1%)	8,819 (7.6%)
Rural areas	10,255 (17.7%)	9,835 (18.1%)	20,090 (17.9%)
North West	4,172 (19.6%)	4,320 (24.8%)	8,492 (22.0%)
Northern	5,689 (6.0%)	5,908 (6.3%)	11,597 (6.1%)
Urban areas	3,441 (5.2%)	3,700 (5.6%)	7,141 (5.4%)
Rural areas	2,248 (7.9%)	2,208 (8.1%)	4,456 (8.0%)
North Queensland	24,229 (10.4%)	24,769 (11.1%)	48,998 (10.8%)
Urban areas	7,554 (6.1%)	8,406 (6.8%)	15,960 (6.4%)
Rural areas	16,675 (15.5%)	16,363 (16.6%)	33,038 (16.0%)
Queensland Total	55,548 (3.1%)	57,224 (3.2%)	112,772 (3.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table, approximately three percent of Queenslanders identify as Indigenous. In North Queensland, this figure jumps to almost 11%. In urban areas of North Queensland, the proportion of Indigenous people is approximately twice as large as the Queensland total, while in rural areas of North Queensland the percentage is more than five times the state average.

The highest proportion of Indigenous population in North Queensland was observed in the North West region, which at 22% is approximately twice the North Queensland average, and seven times the state average. The proportion of Indigenous people in rural areas was higher than urban areas, more than double in the Far North region and North Queensland. There was little difference in Indigenous status between the sexes, except in the North West region, where more females than males identified as Indigenous.

Table 1.5 outlines gender in North Queensland according to the 2001 Census of Population and Housing, by statistical division and rurality. Overseas visitors are excluded from these figures. As can be seen in the table below, there are slightly more females than males in Queensland as a whole. However, there are slightly more males than females in North Queensland. This trend was observed within all statistical divisions, but was more marked in the North West region, where the difference was ten percent (except as noted previously for Indigenous persons).

Table 1.5. Gender in North Queensland by statistical division and urban and rural areas (percent in parentheses)

	Males	Females
Far North	115,275 (50.6%)	112,376 (49.4%)
Urban areas	57,264 (49.7%)	58,037 (50.3%)
Rural areas	58,011 (51.6%)	54,339 (48.4%)
North West	21,287 (55.0%)	17,395 (45.0%)
Northern	95,314 (50.5%)	93,353 (49.5%)
Urban areas	66,755 (50.2%)	66,248 (49.8%)
Rural areas	28,559 (51.3%)	27,105 (48.7%)
North Queensland	231,876 (51.0%)	223,124 (49.0%)
Urban areas	124,019 (50.0%)	124,285 (50.0%)
Rural areas	107,857 (52.2%)	98,839 (47.8%)
Queensland Total	1,775,554 (49.5%)	1,810,085 (50.5%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 1.6 outlines the age of people in North Queensland according to the 2001 Census of Population and Housing, by statistical division. Overseas visitors are excluded from these figures.

Table 1.6. Age in North Queensland by statistical division (percent in parentheses)

	Far North	North West	Northern	North Qld	Qld
Under 17 years	56,981 (25.0%)	10,187 (26.3%)	47,800 (25.3%)	114,968 (25.3%)	866,442 (24.2%)
17 – 20 years	10,725 (4.7%)	1,938 (5.0%)	12,247 (6.5%)	21,910 (4.8%)	203,235 (5.7%)
21 – 24 years	10,918 (4.8%)	2,335 (6.0%)	11,191 (5.9%)	24,444 (5.4%)	188,100 (5.2%)
25 – 29 years	16,278 (7.2%)	3,621 (9.4%)	14,544 (7.7%)	34,443 (7.6%)	249,680 (7.0%)
30 – 39 years	35,561 (15.6%)	6,583 (17.0%)	28,106 (14.9%)	70,250 (15.4%)	527,254 (14.7%)
40 – 49 years	34,150 (15.0%)	5,213 (13.5%)	26,470 (14.0%)	65,833 (14.5%)	518,380 (14.5%)
50 – 59 years	27,774 (12.2%)	4,408 (11.4%)	20,864 (11.1%)	53,046 (11.7%)	433,341 (12.1%)
60 – 69 years	18,651 (8.2%)	2,733 (7.1%)	13,632 (7.2%)	35,016 (7.7%)	284,357 (7.9%)
70 – 79 years	11,678 (5.1%)	1,269 (3.3%)	9,477 (5.0%)	22,424 (4.9%)	210,635 (5.9%)
80 years and over	4,935 (2.2%)	395 (1.0%)	4,336 (2.3%)	9,672 (2.1%)	104,215 (2.9%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 1.6 shows that across North Queensland, approximately one quarter of the population were under the age of 17. The median age for each division was: Far North (35.3 years); North West (31.9 years); Northern (33.0 years); and North Queensland as a whole (34.5 years). This age distribution is consistent with state trends and the state median age of 35.4 years. However, the North West Division has a slightly younger population compared to the other divisions.

Table 1.7 outlines age in North Queensland by rurality. The median age in urban areas (33 years) was slightly lower than the median age in rural areas (35.6 years).

Table 1.7. Age in North Queensland by urban and rural areas (percent in parentheses)

	Urban areas	Rural areas
Under 17 years	61,162 (24.6%)	53,806 (26.0%)
17 – 20 years	15,424 (6.2%)	9,486 (4.6%)
21 – 24 years	15,112 (6.1%)	9,332 (4.5%)
25 – 29 years	20,528 (8.3%)	13,915 (6.7%)
30 – 39 years	39,783 (16.0%)	30,467 (14.7%)
40 – 49 years	36,231 (14.6%)	29,602 (14.3%)
50 – 59 years	27,359 (11.0%)	25,687 (12.4%)
60 – 69 years	16,210 (6.6%)	18,806 (9.1%)
70 – 79 years	11,262 (4.5%)	11,162 (5.4%)
80 years and over	5,237 (2.1%)	4,435 (2.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 1.8 shows the region of birth for those people who reside in Australia and appropriately responded to this item in the 2001 Census of Population and Housing, by statistical division of North Queensland.

The Oceania region includes Australia, Antarctica, New Zealand and the Pacific Islands. The North-West Europe region includes the United Kingdom, Ireland, Western Europe and Northern Europe. The North-East Asia region includes China, Taiwan, Mongolia, Japan and the Koreas. The Americas region includes Northern America, South America, Central America and the Caribbean. The Sub-Saharan Africa region includes Central and West Africa, and Southern and East Africa.

As can be seen in the table, approximately 90% of the North Queensland population were born in the Oceania and Antarctica region, which includes Australia. This is slightly higher than the proportion of the Queensland population. The next most common birthplaces were the North-West Europe region, which includes the United Kingdom, followed by the Southern and Eastern Europe and South-East Asia regions. These trends are consistent with those for Queensland, and were apparent within each region of North Queensland.

Table 1.8. Birthplace by region in North Queensland by statistical division (percent in parentheses)

	Far North	North West	Northern	North Qld	Qld
Oceania & Antarctica	184,789 (87.1%)	32,881 (92.8%)	163,505 (91.3%)	381,175 (89.3%)	2,942,056 (86.5%)
North-West Europe	14,609 (6.9%)	1,561 (4.4%)	8,436 (4.7%)	24,606 (5.8%)	244,735 (7.2%)
Southern & Eastern Europe	4,688 (2.2%)	326 (0.9%)	2,846 (1.6%)	7,860 (1.8%)	57,930 (1.7%)
Nth Africa & Middle East	296 (0.1%)	26 (0.07%)	170 (0.09%)	492 (0.1%)	8,115 (0.2%)
South-East Asia	2,897 (1.4%)	345 (1.0%)	1,629 (0.9%)	4,871 (1.1%)	50,705 (1.5%)
North East Asia	1,552 (0.7%)	20 (0.06%)	474 (0.3%)	2,046 (0.5%)	34,951 (1.0%)
Southern & Central Asia	695 (0.3%)	61 (0.2%)	317 (0.2%)	1,073 (0.3%)	13,395 (0.4%)
Americas	1,543 (0.7%)	118 (0.3%)	989 (0.6%)	2,650 (0.6%)	25,144 (0.7%)
Sub-Saharan Africa	1,013 (0.5%)	108 (0.3%)	739 (0.4%)	1,860 (0.4%)	23,347 (0.7%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 1.9 outlines household types in North Queensland by number of persons usually resident, family and non-family households, and lone person and group households. Family households are those where the occupants are related to each other, for example parents and children, or living together as a family unit, such as couples, stepfamilies and foster families. Non-family households are those where the occupants are unrelated co-tenants, such as students living in share houses.

As can be seen in the table, almost three quarters of the 149,455 households in North Queensland are family households. The most common number of people living in family households is two, followed by three and four. Almost one quarter of households in North Queensland are lone person households, while less than five percent are group non-family households. Approximately 88% of North Queensland households have four or less people.

Table 1.9. Household type by number of persons usually resident and family and non-family households in North Queensland (percent of total households in parentheses)

Number of persons	Family Households	Non-Family Households	
		Lone person	Group
One	N/A	34,807 (23.3%)	N/A
Two	45,376 (30.4%)	N/A	5,340 (3.6%)
Three	23,049 (15.4%)	N/A	1,204 (0.8%)
Four	22,207 (14.9%)	N/A	293 (0.2%)
Five	10,674 (7.1%)	N/A	79 (0.05%)
Six or more	6,397 (4.3%)	N/A	29 (0.02%)
Total	**107,703 (72.1%)**	**34,807 (23.3%)**	**6,945 (4.6%)**

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 1.10 outlines the highest level of primary or secondary schooling completed by North Queensland respondents aged 15 years and over, by statistical division. These figures exclude overseas visitors.

Table 1.10. Highest level of schooling achieved by persons over 15 years (excluding overseas visitors) in North Queensland (percentage in parentheses)

	Far North	North West	Northern	North Qld	Qld
Year 8 or below	18,605 (10.5%)	3,626 (12.3%)	15,829 (10.8%)	38,060 (10.8%)	283,478 (10.0%)
Year 9 or equiv.	11,423 (6.5%)	2,256 (7.7%)	9,281 (6.3%)	22,960 (6.5%)	182,188 (6.5%)
Year 10 or equiv.	49,364 (28.0%)	9,207 (31.3%)	42,752 (29.2%)	101,323 (28.7%)	800,855 (28.4%)
Year 11 or equiv.	15,212 (8.6%)	2,180 (7.4%)	11,592 (7.9%)	28,984 (8.2%)	211,356 (7.5%)
Year 12 or equiv.	60,043 (34.0%)	8,297 (28.2%)	51,869 (35.4%)	120,209 (34.1%)	1,044,261 (37.0%)
Still at school	4,597 (2.6%)	585 (2.0%)	4,727 (3.2%)	9,909 (2.8%)	84,964 (3.0%)
Didn't go to school	1,404 (0.8%)	319 (1.1%)	683 (0.5%)	2,406 (0.7%)	15,038 (0.5%)
Not stated	16,154 (9.1%)	2,964 (10.1%)	9,822 (6.7%)	28,940 (8.2%)	200,957 (7.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As Table 1.10 shows, approximately one third of people over 15 years of age in North Queensland had completed Year 12 or its equivalent. The next most common level of schooling achieved was Year 10 or its equivalent. This trend was consistent with state figures, and was also observed within the Far North and Northern regions. However, the trend was slightly different in the North West region, as almost one third of people over 15 years had completed Year 10 or its equivalent, and the second most common category was Year 12 or its equivalent.

As can be seen in Table 1.11, the most common higher level of non-school qualification in Australia is a Certificate, followed by Bachelor Degrees and Advanced Diplomas and Diplomas. This trend was also observed within Queensland and North Queensland.

The proportion of people with Certificate qualifications in North Queensland was slightly higher than the figures for Queensland and Australia, while the proportion of people in North Queensland with Bachelor Degrees was slightly lower than the state and country figures. The proportion of people in North Queensland with Advanced Diplomas and Diplomas was consistent with state and country trends.

Table 1.11. Non-school qualifications of people over 15 (excluding overseas visitors) in North Queensland (percent in parentheses)

	North Qld	Queensland	Australia
Postgraduate Degree	3,717 (1.1%)	38,740 (1.4%)	269,042 (1.8%)
Graduate Diploma & Graduate Certificate	3,227 (0.9%)	31,775 (1.1%)	203,928 (1.4%)
Bachelor Degree	25,265 (7.2%)	235,113 (8.3%)	1,445,943 (9.7%)
Advanced Diploma & Diploma	17,534 (5.0%)	156,001 (5.5%)	892,359 (6.0%)
Certificate	60,040 (17.0%)	451,525 (16.0%)	2,341,941 (15.8%)
Not stated	42,249 (12.0%)	305,262 (10.8%)	1,703,483 (11.5%)
Not applicable	200,759 (57.0%)	1,604,681 (56.8%)	8,000,078 (53.8%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

1.2 Socio-economics of North Queensland

Table 1.12 shows employment characteristics of North Queensland by statistical division. The total labour force figures are the sum of those working full-time, part-time, not stated employment, and unemployed.

Table 1.12. Employment characteristics of North Queensland by statistical division (percent of total labour force in parentheses)

	Far North	North West	Northern	North Qld	Queensland
Full-time	63,111 (57.8%)	12,963 (66.9%)	55,910 (60.7%)	131,984 (59.8%)	1,002,596 (58.6%)
Part-time	34,426 (31.5%)	4,864 (25.1%)	26,197 (28.4%)	65,487 (29.7%)	518,158 (30.3%)
Not stated	3,391 (3.1%)	521 (2.7%)	2,680 (2.9%)	6,592 (3.0%)	48,110 (2.8%)
Total employed	100,928 (92.5%)	18,348 (94.7%)	84,787 (92.0%)	204,063 (92.5%)	1,568,864 (91.8%)
Unemployed	8,238 (7.5%)	1,036 (5.3%)	7,336 (8.0%)	16,610 (7.5%)	140,748 (8.2%)
Not in labour force	57,259	7,942	48,976	114,177	1,000,121

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As Table 1.12 shows, the unemployment rate in Queensland in 2001 was 8.2%, slightly higher than the North Queensland average of 7.5%. Within North Queensland, the Far North and Northern regions had unemployment rates similar to North Queensland and Queensland respectively, while the North West region unemployment rate was much lower than both figures.

Approximately 60% of people in the labour force were working full-time, although this figure was slightly higher in the North West region. Approximately 30% of the labour force was employed part-time. This figure was slightly lower in the North West region.

Table 1.13 outlines the mean taxable income of taxpayers in North Queensland for financial year 1998-1999 by statistical division.

Table 1.13. Mean taxable income of taxpayers in North Queensland, 1998-1999

	Mean taxable income
Far North	$30,501
North West	$38,616
Northern	$33,136
Queensland	$32,358

Source: Office of Economic and Statistical Research, Regional Profiles, June 2001

As can be seen in the table above, the average taxable income for taxpayers in Queensland for the financial year 1998-1999 was $32,358. Within North Queensland, the North West and Northern regions had average taxable incomes that were higher than the state average (by 19.3 and 2.4% respectively), while the figure in the Far North region was 5.7% lower than the state average.

1.3 Health in North Queensland

The tables in this section draw on information from Queensland Regional Statistical Information System (QRSIS). The QRSIS is maintained by the Office of Economic and Statistical Research and uses information collected by Queensland Health.

Table 1.14 outlines the number of health facilities by type in North Queensland by statistical division for financial year 1999/00. Information regarding the number of public hospital beds is also tabled.

As the table shows, 17.1% of Queensland's 10,081 hospital beds were in North Queensland. Generally, the Far North had the greatest number of hospital beds and health facilities of the three regions, followed by the Northern region and then the North West. There were no public young disabled nursing homes in North Queensland in 1999/00.

Table 1.14. Health facilities by type in North Queensland 1999/00

	Far North	North West	Northern	North Qld	Qld
Public facilities:					
Hospital beds	915	200	604	1,719	10,081
Hospital – acute outpost	25	1	1	27	51
Hospital – acute other	27	13	10	50	156
Psychiatric resident facilities	0	0	2	2	11
Nursing home for aged	0	0	2	2	23
Young disabled nursing home	0	0	0	0	4
Community health facilities	32	23	27	82	245
Pathology laboratory	2	0	3	5	26
Community mental health facilities	1	1	3	5	63
Child / adolescent community health facilities	5	3	6	14	61
Regional Health Authority – Queensland Health	0	0	0	0	1
Private facilities:					
Licensed day centre/hospital	2	0	1	3	26
Licensed hospital – acute	1	0	2	3	52
Nursing home for aged (non profit)	6	1	5	12	98
Nursing home for aged (profit)	1	0	0	1	73
Young disabled nursing home	0	0	2	2	10
Hostel for aged (non profit)	4	1	2	7	34
Pathology laboratory	2	0	0	2	17
Other health facilities	7	1	11	19	92
Total facilities	**115**	**44**	**77**	**236**	**1,017**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

Table 1.15 outlines the number of hospital separations in North Queensland for financial year 1998/99 by patient condition. A hospital separation occurs when a patient is discharged from hospital.

Table 1.15. Hospital separations in North Queensland in 1998/99 by condition (percent of total separations in parentheses)

	North Qld	Queensland
Diseases of the digestive system	18,018 (12.2%)	134,275 (12.4%)
Injury and poisoning	14,660 (10.0%)	88,506 (8.2%)
Neoplasms	8,546 (5.8%)	81,632 (7.5%)
Diseases of the circulatory system	9,769 (6.6%)	78,966 (7.3%)
Complications of pregnancy, childbirth, etc	12,843 (8.7%)	76,822 (7.1%)
Diseases of the genitourinary system	8,764 (5.9%)	66,683 (6.1%)
Diseases of the respiratory system	9,506 (6.5%)	60,881 (5.6%)
Diseases of nervous system and sense organs	8,019 (5.4%)	57,742 (5.3%)
Diseases of musculoskeletal system	6,738 (4.6%)	50,860 (4.7%)
Mental disorders	3,790 (2.6%)	42,272 (3.9%)
Diseases of skin and subcutaneous tissue	4,790 (3.3%)	20,559 (1.9%)
Infectious and parasitic diseases	3,236 (2.2%)	15,207 (1.4%)
Endocrine, nutrition, metabolic and immunity	2,280 (1.5%)	13,416 (1.2%)
Diseases of blood and blood organs	1,141 (0.8%)	12,014 (1.1%)
Certain conditions – perinatal period	1,269 (0.9%)	8,215 (0.8%)
Congenital anomalies	666 (0.5%)	6,135 (0.6%)
Symptoms, signs, and ill-defined conditions	9,487 (6.4%)	67,793 (6.2%)
Other health status factors	23,791 (16.1%)	203,952 (18.8%)
Total	**147,313**	**1,085,930**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

As can be seen in Table 1.15, there were more than one million hospital separations in Queensland in 1998/99, and almost 150,000 in North Queensland. This equates to 3,236 hospital separations per 10,000 people in North Queensland and 3,030 hospital separations per 10,000 people for the whole of the state. Higher hospital separation rates in North Queensland were even more marked when examining injury and poisoning separations only. In North Queensland there were 322 injury and poisoning separations per 10,000 people, compared with 250 injury and poisoning separations per 10,000 people for the whole state.

The most common condition in patients in both North Queensland and Queensland hospitals was diseases of the digestive system, followed by injury and poisoning, which accounted for ten percent of hospital separations in North Queensland.

There were slightly higher proportions of hospital separations due to injury and poisoning, complications of pregnancy and childbirth, diseases of the respiratory system, diseases of the skin and subcutaneous tissue and infectious and parasitic diseases in North Queensland than Queensland. Furthermore, there were slightly lower proportions of hospital separations due to neoplasms, diseases of the circulatory system, mental disorders and other health status factors in North Queensland than Queensland.

Table 1.16 outlines the causes of death in North Queensland for the three years to 1998 by patient condition. In total, there were more than 21,000 deaths in Queensland in the three years to 1998, and just over 2,500 in North Queensland. The most common cause of death in both North Queensland and Queensland was diseases of the circulatory system, followed by neoplasms. Similar to hospital separations, injury and poisoning accounted for almost ten percent of deaths in North Queensland hospitals. There were slightly higher mortality rates due to injury and poisoning and endocrine, nutrition, metabolic and immunity problems in North Queensland than Queensland. In contrast, there was a slightly lower mortality rate due to diseases of the circulatory system in North Queensland than Queensland.

Table 1.16. Cause of death in North Queensland in three years to 1998 by condition (percent of total deaths in parentheses)

	North Qld	Queensland
Diseases of the circulatory system	897 (35.6%)	8,706 (40.9%)
Neoplasms	686 (27.2%)	5,875 (27.6%)
Diseases of the respiratory system	229 (9.1%)	1,910 (9.0%)
Injury and poisoning	249 (9.9%)	1,462 (6.9%)
Diseases of the digestive system	81 (3.2%)	649 (3.1%)
Endocrine, nutrition, metabolic and immunity	102 (4.0%)	636 (3.0%)
Mental disorders	59 (2.3%)	448 (2.1%)
Diseases of nervous system and sense organs	41 (1.6%)	416 (2.0%)
Diseases of the genitourinary system	42 (1.7%)	378 (1.8%)
Infectious and parasitic diseases	33 (1.3%)	212 (1.0%)
Certain conditions – perinatal period	23 (0.9%)	128 (0.6%)
Congenital anomalies	20 (0.8%)	127 (0.6%)
Diseases of musculoskeletal system	24 (1.0%)	123 (0.6%)
Diseases of blood and blood organs	5 (0.2%)	63 (0.3%)
Diseases of skin and subcutaneous tissue	7 (0.3%)	29 (0.1%)
Complications of pregnancy, childbirth, etc	0	2 (0.01%)
Symptoms, signs, and ill-defined conditions	20 (0.8%)	107 (0.5%)
Total	**2,519**	**21,271**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

1.4 Crime in North Queensland

Table 1.17 outlines crime statistics for North Queensland by statistical division. Figures are recorded offences for financial year 2000/01 that were collected by the Queensland Police Service and analysed by the Office of Economic and Statistical Research. North Queensland figures were calculated by summing the totals for the three regions.

Table 1.17. Crime statistics for North Queensland by statistical division 2000/01 (rate of offences per 100,000 population in parentheses)

	Far North	North West	Northern	North Qld	Qld
Offences against the person	3,059 (1,331)	1,540 (4,311)	1,899 (938)	6,498 (1,389)	31,489 (866)
Offences against property	14,939 (6,503)	5,241 (14,671)	17,461 (8,623)	37,641 (8,044)	313,516 (8,626)
Other offences	13,584 (5,913)	4,171 (11,676)	7,906 (3,905)	25,661 (5,484)	108,349 (2,981)

Source: Office of the Government Statistician, Crime and Social Profiles Local Crime Areas 2000-01

As can be seen in the table above, North Queensland accounted for 20.6% of all offences against the person, 12.0% of all offences against property and 23.7% of all other offences in 2000/01. Within North Queensland, the North West region consistently had the highest offence rate regardless of the offence category. The three North Queensland regions had higher rates of offences against the person and other offences than Queensland rates, while the North West region had almost double the rate of offences against property of Queensland.

1.5 Road Traffic Crashes in North Queensland

There were 12,608 road traffic crashes on North Queensland roads between 1998 and 2002, which posed a cost of $690,544,000† to the community. This equates to 12.2% of all crashes in Queensland, and 13.5% of the total cost of crashes in Queensland.

North Queensland crashes resulted in 9,585 casualties, or 11.7% of all Queensland casualties. Table 1.18 outlines the severity of these casualties by statistical division in North Queensland, and compares the figures to those for Queensland. Only casualties resulting from fatal and hospitalisation crashes are listed separately, while total casualties includes those from fatal, hospitalisation, medical treatment and minor injury crashes.

Table 1.18. Casualties by severity and statistical division in North Queensland, 1998 to 2002 (percentage of Queensland in parentheses)

	Fatalities	Hospitalisations	Total Casualties
Far North	130 (8.4%)	1,773 (7.2%)	4,972 (6.1%)
North West	33 (2.1%)	442 (1.8%)	915 (1.1%)
Northern	87 (5.6%)	1,199 (4.9%)	3,698 (4.5%)
North Queensland	250 (16.1%)	3,414 (13.9%)	9,585 (11.7%)
Queensland	1,556	24,604	82,160

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, almost 12% of all casualties in Queensland were the result of crashes on North Queensland roads. This figure rose to approximately 16 and 14% for fatal and hospitalisation casualties respectively. The highest proportion of North Queensland casualties were involved in crashes in the Far North region, followed by the Northern and North West regions.

Table 1.19 outlines the road user type of all fatalities and hospitalisations that resulted from road traffic crashes on North Queensland roads between 1998 and 2002. As can be seen in the table, the largest proportion of North Queensland fatalities, hospitalisations and total casualties were drivers, followed by passengers of motor vehicles. The next most common road user group was pedestrians for fatalities, and motorcycle riders for both hospitalisations and total casualties.

Table 1.19. Fatalities and hospitalisations in North Queensland by road user type, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations	Total Casualties
Driver	92 (36.8%)	1,460 (42.8%)	4,419 (46.1%)
Passenger	86 (34.4%)	983 (28.8%)	2,866 (30.0%)
Pedestrian	44 (17.6%)	241 (7.1%)	560 (5.8%)
Motorcycle rider	19 (7.6%)	490 (14.4%)	946 (9.9%)
Motorcycle pillion	1 (0.4%)	40 (1.2%)	78 (1.0%)
Bicycle rider	8 (3.2%)	198 (5.8%)	709 (7.4%)
Bicycle pillion	0	1 (0.03%)	6 (0.1%)
Other controller	0	1 (0.03%)	1 (0.01%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

†Social cost of crashes calculated via the method proposed by Andreassend (1991)

Table 1.20 outlines the nature of fatalities and hospitalisations that resulted from casualty crashes on North Queensland roads between 1998 and 2002. Comparisons are made with Queensland figures.

As can be seen in the table, the most common nature of crash resulting in a fatality in North Queensland was hit fixed obstruction or temporary object, which was consistent with Queensland figures. The next most common nature of crashes in North Queensland were overturns and hit pedestrians. Of note in this table is that 37% of all Queensland fatalities resulting from crashes where there was a fall from a moving vehicle occurred in North Queensland, as did more than one quarter of fatalities resulting from overturn crashes.

The most common nature of crash resulting in a hospitalisation, and total casualties, in North Queensland was angle crashes, which was consistent with Queensland figures. The next most common nature of crash was hit fixed obstruction or temporary object.

Table 1.20. Fatalities and hospitalisations in North Queensland by nature of crash, 1998 to 2002 (percentage of Queensland totals in parentheses)

	North Queensland		Queensland	
	Fatalities	**Hospital**	**Fatalities**	**Hospital**
Hit parked vehicle	2 (10.0%)	56 (12.7%)	20	440
Angle	25 (12.9%)	739 (12.9%)	194	5,738
Rear-end	5 (12.2%)	229 (10.7%)	41	2,138
Head-on	36 (16.9%)	139 (17.2%)	213	808
Sideswipe	8 (11.0%)	133 (16.0%)	73	832
Hit fixed obstruction or temporary object	52 (13.0%)	712 (14.6%)	399	4,867
Overturned	43 (26.7%)	422 (24.2%)	161	1,745
Fall from moving vehicle	10 (37.0%)	45 (20.3%)	27	222
Motor or pedal cycle overturn, fall or drop	3 (13.0%)	113 (19.9%)	23	568
Hit pedestrian	43 (20.2%)	234 (12.3%)	211	1,897
Hit animal	3 (21.4%)	57 (25.2%)	14	226
Collision – misc.	1 (20.0%)	6 (13.6%)	5	44
Non-collision – misc.	0	7 (10.4%)	2	67

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

Table 1.21 shows alcohol-related fatalities and hospitalisations that occurred as the result of a road traffic crash on North Queensland roads between 1998 and 2002 by statistical division, and compares these figures to Queensland trends. As can be seen in the table, a slightly higher proportion of fatalities and hospitalisations in North Queensland are alcohol-related when compared to Queensland figures. The highest proportion of alcohol-related casualties was observed in the North West region, with approximately 42% of fatalities and almost one quarter of hospitalisations deemed alcohol-related in this region. The Northern region had the lowest proportion of alcohol-related fatalities in North Queensland, which equated to a proportion two-thirds that of the state. This was the only region in North Queensland to have a lower proportion of alcohol-related fatalities than Queensland. The Far North region had the lowest proportion of alcohol-related hospitalisations in North Queensland, and was the only region in North Queensland to have a lower figure than Queensland.

Table 1.21. Alcohol-related fatalities and hospitalisations in North Queensland by statistical division, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Far North	51 (39.2%)	288 (16.2%)
North West	14 (42.4%)	104 (23.5%)
Northern	17 (19.5%)	213 (17.8%)
North Queensland	82 (32.8%)	605 (17.7%)
Queensland	477 (30.7%)	3,612 (14.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

Table 1.22 shows fatigue-related fatalities and hospitalisations that occurred as the result of a road traffic crash on North Queensland roads between 1998 and 2002 by statistical division, and compares these figures to Queensland trends.

Table 1.22. Fatigue-related fatalities and hospitalisations in North Queensland by statistical division, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Far North	18 (13.8%)	185 (10.4%)
North West	10 (30.3%)	94 (21.3%)
Northern	15 (17.2%)	109 (9.1%)
North Queensland	43 (17.2%)	388 (11.4%)
Queensland	203 (13.0%)	2,125 (8.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, a higher proportion of fatalities and hospitalisations in North Queensland are fatigue-related when compared to Queensland figures. The highest proportion of fatigue-related casualties was observed in the North West region, with approximately 30% of fatalities and more than 20% of hospitalisations deemed fatigue-related in this region. The Far North region had the lowest proportion of fatigue-related fatalities in North Queensland. The Northern region had the lowest proportion of fatigue-related hospitalisations in North Queensland. All three regions in North Queensland had higher proportions of fatigue-related fatalities and hospitalisations than Queensland.

Table 1.23 shows speed-related fatalities and hospitalisations that occurred as the result of a road traffic crash on North Queensland roads between 1998 and 2002 by statistical division, and compares these figures to Queensland trends.

Table 1.23. Speed-related fatalities and hospitalisations in North Queensland by statistical division, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Far North	20 (15.4%)	132 (7.4%)
North West	9 (27.3%)	57 (12.9%)
Northern	15 (17.2%)	114 (9.5%)
North Queensland	44 (17.6%)	303 (8.9%)
Queensland	243 (15.6%)	1,813 (7.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, a slightly higher proportion of fatalities and hospitalisations in North Queensland are speed-related when compared to Queensland figures. The highest proportion of speed-related casualties was observed in the North West region, with more

than one quarter of fatalities and almost 13% of hospitalisations deemed speed-related in this region. The Far North region had the lowest proportion of speed-related fatalities and hospitalisations in North Queensland. This was the only region in North Queensland to have a lower proportion of speed-related fatalities than Queensland.

Table 1.24 outlines fatalities and hospitalisations that occurred on North Queensland roads between 1998 and 2002 where road or vehicle factors contributed to the crash, by statistical division, and compares these figures with those for Queensland. Road-related crashes are those where the road surface, gradient or quality were deemed to have contributed to the crash. Vehicle-related crashes are those where mechanical, external or other vehicle defects were deemed to have contributed to the crash.

Table 1.24. Road- and vehicle-related fatalities and hospitalisations in North Queensland by statistical division, 1998 to 2002 (percentage of totals in parentheses)

	Road-related		Vehicle-related	
	Fatalities	**Hospital**	**Fatalities**	**Hospital**
Far North	6 (4.6%)	118 (6.7%)	6 (4.6%)	77 (4.3%)
North West	3 (9.1%)	62 (14.0%)	5 (15.2%)	70 (15.8%)
Northern	0	30 (2.5%)	3 (3.4%)	43 (3.6%)
North Queensland	9 (3.6%)	210 (6.2%)	14 (5.6%)	190 (5.6%)
Queensland	39 (2.5%)	794 (3.2%)	55 (3.5%)	894 (3.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, a higher proportion of fatalities and hospitalisations resulted from crashes on North Queensland roads where road or vehicle factors contributed to the crash when compared to Queensland figures. The North West region had the highest proportion of road-related casualties in North Queensland. The Far North and North West regions had road-related casualty proportions that were greater than those for Queensland. The Northern region had no road-related fatalities in the five year period, and was the only region in North Queensland to have lower road-related casualty figures than Queensland. The North West region had the highest proportion of vehicle-related fatalities and hospitalisations in North Queensland, and was the only North Queensland region to have vehicle-related proportions greater than Queensland. The Far North and Northern regions had lower vehicle-related casualty proportions than Queensland, while the proportions in the North West region were approximately five times that for Queensland.

Table 1.25 outlines restraint use of vehicle occupants by casualty severity (fatalities and hospitalisations only) in crashes that occurred on North Queensland roads between 1998 and 2002, and compares these figures to Queensland.

Table 1.25. Restraint use in fatalities and hospitalisations in North Queensland, 1998 to 2002 (percentage of totals in parentheses)

	North Queensland		Queensland	
	Fatalities	**Hospital**	**Fatalities**	**Hospital**
Fitted – Worn	58 (23.2%)	1,582 (46.3%)	533 (34.3%)	13,277 (54.0%)
Fitted – Not Worn	43 (17.2%)	262 (7.7%)	203 (13.0%)	1,027 (4.2%)
Fitted – Unknown	42 (16.8%)	305 (8.9%)	202 (13.0%)	2,065 (8.4%)
Not Fitted	7 (2.8%)	66 (1.9%)	30 (1.9%)	271 (1.1%)
Unknown	25 (10.0%)	203 (5.9%)	121 (7.8%)	1,461 (5.9%)
Not Applicable	75 (30.0%)	996 (29.2%)	467 (30.0%)	6,503 (26.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, where restraint use was known and applicable, most vehicle occupants in fatalities and hospitalisations in North Queensland were wearing restraints (if restraints were fitted). However, restraint use in North Queensland was lower than state figures.

Table 1.26 outlines helmet use of bicycle and motorcycle riders by casualty severity (fatalities and hospitalisations only) in crashes that occurred on North Queensland roads between 1998 and 2002, and compares these figures to Queensland. As can be seen in the table below, where helmet use was known and applicable, most bicycle and motorcycle riders in fatalities and hospitalisations in North Queensland were wearing helmets. Although the proportion of riders wearing helmets in fatalities in North Queensland was lower than the state figure, the proportion of riders in hospitalisations was higher than the Queensland figure.

Table 1.26. Helmet use in fatalities and hospitalisations in North Queensland, 1998 to 2002 (percentage of totals in parentheses)

	North Queensland		Queensland	
	Fatalities	**Hospital**	**Fatalities**	**Hospital**
Worn	24 (85.7%)	653 (89.6%)	185 (82.2%)	3,729 (86.6%)
Not Worn	3 (10.7%)	48 (6.6%)	23 (10.2%)	385 (8.9%)
Unknown	1 (3.6%)	28 (3.8%)	17 (7.6%)	193 (4.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

Table 1.27 outlines the state of driver's licensure by crash severity for all fatal and hospitalisation crashes that occurred on North Queensland roads between 1998 and 2002, and compares these figures to Queensland.

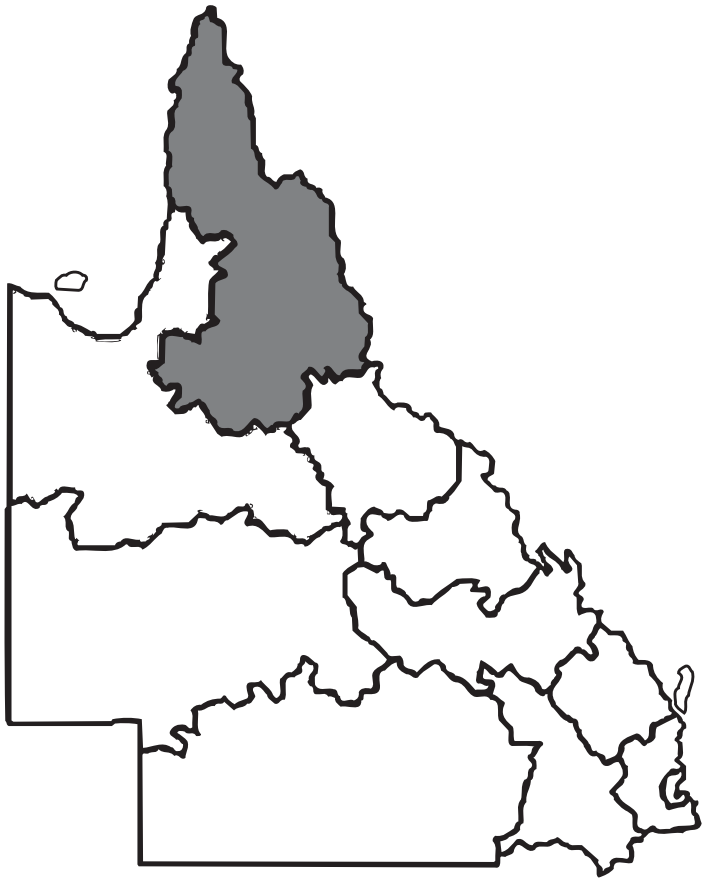
Table 1.27. Licensed state of drivers in North Queensland fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**
Queensland	240 (83.9%)	3,221 (86.5%)	1,767 (88.9%)	26,667 (89.9%)
New South Wales	7 (2.4%)	78 (2.1%)	56 (2.8%)	685 (2.3%)
Victoria	2 (0.7%)	49 (1.3%)	23 (1.2%)	338 (1.1%)
South Australia	2 (0.7%)	24 (0.6%)	5 (0.3%)	85 (0.3%)
Western Australia	2 (0.7%)	17 (0.5%)	4 (0.2%)	71 (0.2%)
Tasmania	0	10 (0.3%)	0	33 (0.1%)
Northern Territory	1 (0.3%)	17 (0.5%)	3 (0.2%)	52 (0.2%)
Australian Capital Territory	0	5 (0.1%)	0	44 (0.1%)
Federal	0	3 (0.08%)	0	7 (0.02%)
Overseas	12 (4.2%)	128 (3.4%)	32 (1.6%)	453 (1.5%)
Not Applicable	0	7 (0.2%)	2 (0.1%)	24 (0.08%)
Unknown	20 (7.0%)	165 (4.4%)	96 (4.8%)	1,200 (4.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, most drivers involved in fatal and hospitalisation crashes on North Queensland roads between 1998 and 2002 held Queensland Driver's Licences, although the proportion of Queensland Licence holders was slightly lower than the Queensland figure. North Queensland had more than double the state proportion of overseas licence holders involved in fatal and hospitalisation crashes.

Section 2. Far North Region



This section will describe the Far North region in terms of demographics and the major indicators of the socio-economic climate, general health status, primary production, and access to health and other services. Road traffic crash statistics for the five-year period from 1998 to 2002 will also be outlined.

2.1 Demographics of the Far North Region

The Far North region (or statistical division) can be divided into two statistical subdivisions – Cairns City Part A (classified as urban for the Rural and Remote Road Safety Project) and Far North Balance (rural). Table 2.1 outlines estimated resident population and land area figures for the region by statistical subdivision.

Table 2.1. Estimated resident population (as at June 30, 2001) and land area in the Far North region by statistical subdivision (percent of region in parentheses)

	Estimated resident population	Land area km²	Persons per km²
Cairns City Part A	116,789 (51.2%)	488.1 (0.2%)	239.3
Far North Balance	111,365 (48.8%)	268,735.8 (99.8%)	0.4
Far North Region	228,154	269,223.9	0.8

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

The total land area of the Far North region is 269,223.9 square kilometres, which is 15.5% of the total area of Queensland, and 40.7% of the total area of North Queensland. The estimated resident population of the Far North region as at June 30, 2001 was 228,154 persons, which is 6.3% of the total estimated resident population of Queensland, and 50.2% of the total estimated resident population of North Queensland. These figures equate to 0.8 people per square kilometre in the Far North region, which is approximately one third of the state figure (2.1 people per square kilometre), and similar to the figure for North Queensland (0.7 people per square kilometre).

The total land area of the Cairns City Part A statistical subdivision is 488.1 square kilometres, which is 0.2% of the total area of the Far North region, and 0.07% of the total area of North Queensland. The estimated resident population of Cairns City Part A as at June 30, 2001 was 116,789 persons, which is 51.2% of the estimated residential population of the Far North region, and 25.7% of the estimated resident population of North Queensland. These figures equate to 239.3 people per square kilometre, or approximately 300 times the Far North region and North Queensland figures (0.8 and 0.7 per square kilometre, respectively). As discussed previously, Cairns City Part A is excluded from the Rural and Remote Road Safety Research Project.

The total land area of the statistical subdivision of Far North Balance is 268,735.8 square kilometres, which is 99.8% of the total area of the Far North region, and 40.6% of the total area of North Queensland. The estimated resident population of Far North Balance as at June 30, 2001 was 111,365 persons, which is 48.8% of the total estimated residential population of the Far North region, and 24.5% of the total estimated resident population of North Queensland. These figures equate to 0.4 people per square kilometre, which is approximately half the Far North region and North Queensland figures (0.8 and 0.7 people per square kilometre, respectively).

Each of the statistical subdivisions of the Far North region can be further broken down into statistical local areas (SLAs). Table 2.2 shows the statistical local areas of the two statistical subdivisions of the Far North region.

Table 2.2. Statistical local areas of the Far North region, by statistical subdivision

Cairns City Part A		**Far North Balance**		
Barron	Northern Suburbs	Atherton	Croydon	Herberton
Central Suburbs	Trinity	Aurukun	Douglas	Johnstone
City	Western Suburbs	Cairns Part B	Eacham	Mareeba
		Cardwell	Etheridge	Torres
		Cook		

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 2.3 outlines estimated resident population and land area figures for the statistical subdivision of Far North Balance, which is considered rural for the Rural and Remote Road Safety Research Project, by statistical local area.

Table 2.3. Estimated resident population (as at June 30, 2001) and land area in the Far North Balance statistical subdivision by statistical local area (percent of Far North Balance in parentheses)

	Estimated resident population	Land area km²	Persons per km²
Atherton	10,853 (9.7%)	623.1 (0.2%)	17.4
Aurukun	920 (0.8%)	7,382.9 (2.7%)	0.1
Cairns Part B	6,971 (6.2%)	1,361.5 (0.5%)	5.1
Cardwell	10,093 (9.1%)	3,061.8 (1.1%)	3.3
Cook (excl. Weipa)	6,320 (5.7%)	117,083.7 (43.6%)	0.05
Cook (Weipa only)	2,351 (2.1%)	6.1 (0.002%)	387.7
Croydon	312 (0.3%)	29,581.4 (11.0%)	0.01
Douglas	11,079 (9.9%)	2,456.1 (0.9%)	4.5
Eacham	6,481 (5.8%)	1,126.5 (0.4%)	5.8
Etheridge	939 (0.8%)	39,308.5 (14.6%)	0.02
Herberton	5,625 (5.1%)	9,603.5 (3.6%)	0.6
Johnstone	20,553 (18.4%)	1,639.3 (0.6%)	12.5
Mareeba	19,052 (17.1%)	53,644.5 (20.0%)	0.4
Torres	9,816 (8.8%)	1,856.9 (0.7%)	5.3
Far North Balance	**111,365**	**268,735.8**	**0.4**

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 2.4 shows estimated resident population change (or growth) within the Far North region from June 30, 1996 to June 30, 2001, and compares these figures with North Queensland and Queensland. Growth in the Far North region was similar to Queensland figures, but slightly higher than the North Queensland average. Growth in urban areas (Cairns City Part A) was equal to growth in urban areas in North Queensland, and similar to the overall figure for Queensland. Growth in rural areas (Far North Balance) was slightly lower than Cairns City Part A and overall Queensland figures, but almost double the rate of growth observed in rural areas across North Queensland. The Far North region showed the highest overall rate of resident population growth of the three North Queensland regions, and the highest rural area growth.

Table 2.4. Estimated resident population and growth from 1996 to 2001 by urban and rural areas of the Far North region

	June 30 1996	June 30 2001	Total Change	Annual Avg. Change
Far North	210,766	228,154	8.2%	1.6%
Urban areas	106,694	116,789	9.5%	1.8%
Rural areas	104,072	111,365	7.0%	1.4%
North Queensland	425,750	454,230	6.7%	1.3%
Urban areas	229,109	249,327	8.8%	1.8%
Rural areas	196,641	204,903	4.2%	0.8%
Queensland Total	3,338,690	3,627,816	8.7%	1.7%

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Since 2002, the Australian Bureau of Statistics has provided a list of Aboriginal and Torres Strait Islander Councils with Statistical Local Areas. Although there is no data available for these Councils for the five-year period of this report, a list of the Councils within the Far North Balance statistical subdivision of the Far North region has been included in Table 2.5 for the reader's information, as data will be available at this level during the Rural and Remote Road Safety Project.

Table 2.5. Aboriginal Councils and Torres Strait Islander Councils of the Far North Balance statistical subdivision of the Far North region

Aboriginal Councils		Torres Strait Islander Councils		
Hope Vale	New Mapoon	Badu	Iama	St Pauls
Injinoo	Pormpuraaw	Bamaga	Kubin	Seisia
Kowanyama	Umagico	Boigu	Mabuiag	Ugar
Lockhart River	Wujal Wujal	Dauan	Mer	Warraber
Mapoon	Yarrabah	Erub	Poruma	Yorke
Napranum		Hammond	Saibai	

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2001-02

Table 2.6 outlines the number of people in the Far North region who identify as Indigenous according to the 2001 Census of Population and Housing, by statistical subdivision. Indigenous persons are those who identify as Aboriginal, Torres Strait Islander, or both.

Table 2.6. Indigenous population of the Far North region by statistical subdivision (percent of total population excluding overseas visitors in parentheses)

	Males	Females	Total Persons
Far North	14,368 (12.5%)	14,541 (12.9%)	28,909 (12.7%)
Cairns City Part A	4,113 (7.2%)	4,706 (8.1%)	8,819 (7.6%)
Far North Balance	10,255 (17.7%)	9,835 (18.1%)	20,090 (17.9%)
North Queensland	24,229 (10.4%)	24,769 (11.1%)	48,998 (10.8%)
Urban areas	7,554 (6.1%)	8,406 (6.8%)	15,960 (6.4%)
Rural areas	16,675 (15.5%)	16,363 (16.6%)	33,038 (16.0%)
Queensland Total	55,548 (3.1%)	57,224 (3.2%)	112,772 (3.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table above, almost 13% of the population of the Far North region identify as Indigenous, which is higher than the average for North Queensland, and more than four times the state average. The proportion of Indigenous people in rural areas was more than double that in urban areas. There was little difference in Indigenous status between the sexes.

Table 2.7 outlines gender in the Far North region according to the 2001 Census of Population and Housing, by statistical subdivision, and compares these figures to North Queensland and Queensland. Overseas visitors are excluded from these figures.

Table 2.7. Gender in the Far North region by statistical subdivision (percent in parentheses)

	Males	Females
Far North	115,275 (50.6%)	112,376 (49.4%)
Cairns City Part A	57,264 (49.7%)	58,037 (50.3%)
Far North Balance	58,011 (51.6%)	54,339 (48.4%)
North Queensland	231,876 (51.0%)	223,124 (49.0%)
Urban areas	124,019 (50.0%)	124,285 (50.0%)
Rural areas	107,857 (52.2%)	98,839 (47.8%)
Queensland Total	1,775,554 (49.5%)	1,810,085 (50.5%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table, in the Far North region there were slightly more males than females, consistent with the North Queensland trend. However, in Cairns City Part A there were slightly more females than males, which is similar to the state average.

Table 2.8 outlines the age of people in the Far North region according to the 2001 Census of Population and Housing, by statistical subdivision. Overseas visitors are excluded from these figures. As can be seen in the table, approximately one quarter of the Far North region population are aged under 17 years, a trend which was observed within both statistical subdivisions. The next largest age groups for the region as a whole and Cairns City Part A were 30 – 39, 40 – 49 and 50 – 59 years, while for Far North Balance they were 40 – 49, 30 – 39 and 50 – 59 years. The population of Cairns City Part A included a higher proportion of people aged 17 – 20, 21 – 24 and 25 – 29 years than the Far North Balance, which in turn had a higher proportion of people aged 50 – 59, 60 – 69, 70 – 79 and 80 years and over.

Table 2.8. Age in the Far North region by statistical subdivision (percent in parentheses)

	Cairns City Part A	Far North Balance	Far North
Under 17 years	27,976 (24.3%)	29,005 (25.8%)	56,981 (25.0%)
17 – 20 years	5,804 (5.0%)	4,921 (4.4%)	10,725 (4.7%)
21 – 24 years	6,181 (5.4%)	4,737 (4.2%)	10,918 (4.8%)
25 – 29 years	9,294 (8.1%)	6,984 (6.2%)	16,278 (7.2%)
30 – 39 years	19,317 (16.8%)	16,244 (14.5%)	35,561 (15.6%)
40 – 49 years	17,712 (15.4%)	16,438 (14.6%)	34,150 (15.0%)
50 – 59 years	13,435 (11.7%)	14,339 (12.8%)	27,774 (12.2%)
60 – 69 years	7,941 (6.9%)	10,710 (9.5%)	18,651 (8.2%)
70 – 79 years	5,255 (4.6%)	6,423 (5.7%)	11,678 (5.1%)
80 years and over	2,387 (2.1%)	2,549 (2.3%)	4,935 (2.2%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 2.9 shows the region of birth for those people who reside in Australia and appropriately responded to this item in the 2001 Census of Population and Housing, by statistical subdivision of the Far North region.

The Oceania and Antarctica region includes Australia, Oceania and Antarctica. The North-West Europe region includes the United Kingdom, Ireland, Western Europe and Northern Europe. The North-East Asia region includes Chinese Asia, Mongolia, Japan and the Koreas. The Americas region includes Northern America, South America, Central America and the Caribbean. The Sub-Saharan Africa region includes Central and West Africa, and Southern and East Africa.

As can be seen in the table, approximately 85 to 90% of the Far North region population were born in the Oceania and Antarctica region, which includes Australia. The next most common birthplaces were the North-West Europe region, which includes the United Kingdom, followed by the Southern and Eastern Europe and South-East Asia regions. A slightly higher proportion of the Far North Balance population were born in the Oceania and Antarctica region (which includes Australia) than Cairns City Part A.

Table 2.9. Birthplace by region in the Far North region by statistical subdivision (percent in parentheses)

	Cairns City Part A	Far North Balance	Far North
Oceania and Antarctica	90,575 (85.3%)	94,214 (89.0%)	184,789 (87.1%)
North-West Europe	8,420 (7.9%)	6,189 (5.8%)	14,609 (6.9%)
Southern and Eastern Europe	1,798 (1.7%)	2,890 (2.7%)	4,688 (2.2%)
North Africa and Middle East	187 (0.2%)	109 (0.1%)	296 (0.1%)
South-East Asia	1,892 (1.8%)	1,005 (0.9%)	2,897 (1.4%)
North East Asia	1,390 (1.3%)	162 (0.2%)	1,552 (0.7%)
Southern and Central Asia	391 (0.4%)	301 (0.3%)	695 (0.3%)
Americas	953 (0.9%)	590 (0.6%)	1,543 (0.7%)
Sub-Saharan Africa	622 (0.6%)	391 (0.4%)	1,013 (0.5%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 2.10 outlines household types in the Far North region by number of persons usually resident, family and non-family households, and lone person and group households. Family households are those where the occupants are related to each other, for example parents and children, or living together as a family unit, such as couples, stepfamilies and foster families. Non-family households are those where the occupants are unrelated co-tenants, such as students living in share houses.

As can be seen in the table, seven in every ten of the 75,026 households in the Far North region are family households. The most common number of people living in family households is two, followed by three and four. Approximately one quarter of households in the Far North region are lone person households, while less than five percent are group non-family households. Approximately 88% of Far North region households have four or less people.

Table 2.10. Household type by number of persons usually resident and family and non-family households in the Far North region (percent of total households in parentheses)

Number of persons	Family Households	Non-Family Households	
		Lone person	Group
One	N/A	18,466 (24.6%)	N/A
Two	23,103 (30.8%)	N/A	2,836 (3.8%)
Three	11,146 (14.9%)	N/A	527 (0.7%)
Four	10,559 (14.1%)	N/A	114 (0.2%)
Five	4,962 (6.6%)	N/A	35 (0.05%)
Six or more	3,264 (4.4%)	N/A	14 (0.02%)
Total	**53,034 (70.7%)**	**18,466 (24.6%)**	**3,526 (4.7%)**

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

When the above figures were calculated separately for Cairns City Part A and Far North Balance, there was little difference in the proportion of lone person households (both approximately one quarter), however there were more family households in Far North Balance than Cairns City Part A, and as a result more non-family group households in Cairns City Part A than Far North Balance.

Table 2.11 outlines the highest level of primary or secondary schooling completed by Far North region respondents aged 15 years and over, by statistical subdivision. These figures exclude overseas visitors.

As Table 2.11 shows, approximately one third of people over 15 years of age in the Far North region had completed Year 12 or its equivalent. The next most common level of schooling achieved was Year 10 or its equivalent. There were some differences between the two statistical subdivisions of the Far North region, as a higher proportion of Cairns City Part A respondents had completed Year 12 or its equivalent than Far North Balance respondents. There was little difference between the proportions of people who had completed Year 10 or its equivalent and Year 12 or its equivalent in Far North Balance, while the was a difference of more than 10% between these two schooling levels in Cairns City Part A. Furthermore, Far North Balance had a much higher proportion of people whose highest level of schooling achieved was Year 8 or below than Cairns City Part A.

Table 2.11. Highest level of schooling achieved by persons over 15 years (excluding overseas visitors) in the Far North region (percentage in parentheses)

	Cairns City Part A	Far North Balance	Far North
Year 8 or below	6,835 (7.6%)	11,770 (13.6%)	18,605 (10.5%)
Year 9 or equiv.	5,222 (5.8%)	6,201 (7.2%)	11,423 (6.5%)
Year 10 or equiv.	24,100 (26.7%)	25,264 (29.2%)	49,364 (28.0%)
Year 11 or equiv.	8,213 (9.1%)	6,999 (8.1%)	15,212 (8.6%)
Year 12 or equiv.	34,696 (38.4%)	25,347 (29.3%)	60,043 (34.0%)
Still at school	2,395 (2.7%)	2,202 (2.5%)	4,597 (2.6%)
Didn't go to school	510 (0.6%)	894 (1.0%)	1,404 (0.8%)
Not stated	8,342 (9.2%)	7,812 (9.0%)	16,154 (9.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 2.12 shows the highest level of non-school qualifications held by people over the age of 15 in the Far North region. As can be seen in Table 2.12, the most common higher level of qualification in Australia is a Certificate, followed by Bachelor Degrees and Advanced Diplomas and Diplomas. This trend was also observed within the Far North region. The proportion of people with Certificate qualifications in the Far North region was slightly higher than the figures for Queensland and Australia, while the proportion of people in the Far North region with Bachelor Degrees was slightly lower than the state and country figures. The proportion of people in the Far North region with Advanced Diplomas and Diplomas was consistent with state and country trends. When Far North region figures were analysed by statistical subdivision, there were slight differences. Proportions of people in Cairns City Part A with non-school qualifications were slightly higher than the region average, while Far North Balance figures were slightly lower than the region average.

Table 2.12. Non-school qualifications of people over 15 (excluding overseas visitors) in the Far North region (percent in parentheses)

	Far North	Queensland	Australia
Postgraduate Degree	1,754 (1.0%)	38,740 (1.4%)	269,042 (1.8%)
Graduate Diploma & Graduate Certificate	1,725 (1.0%)	31,775 (1.1%)	203,928 (1.4%)
Bachelor Degree	12,453 (7.0%)	235,113 (8.3%)	1,445,943 (9.7%)
Advanced Diploma & Diploma	9,597 (5.4%)	156,001 (5.5%)	892,359 (6.0%)
Certificate	30,536 (17.3%)	451,525 (16.0%)	2,341,941 (15.8%)
Not stated	23,635 (13.4%)	305,262 (10.8%)	1,703,483 (11.5%)
Not applicable	97,102 (55.0%)	1,604,681 (56.8%)	8,000,078 (53.8%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

2.2 Socio-economics of the Far North Region

Table 2.13 shows employment characteristics of the Far North region by statistical subdivision. The total labour force figures are the sum of those working full-time, part-time, not stated employment, and unemployed.

As can be seen in the table, the Far North region had an unemployment rate similar to North Queensland, with Cairns City Part A having a slightly higher unemployment rate than Far North Balance. Less than 60% of people in the labour force were working full-time, although this figure was slightly higher in Cairns City Part A than Far North Balance. Approximately 30% of the labour force was in part-time employment, although this figure was slightly higher in Far North Balance than Cairns City Part A.

Table 2.13. Employment characteristics of the Far North region by statistical subdivision (percent of total labour force in parentheses)

	Cairns City Part A	Far North Balance	Far North	North Qld
Full-time	35,043 (59.5%)	28,068 (55.8%)	63,111 (57.8%)	131,984 (59.8%)
Part-time	17,491 (29.7%)	16,935 (33.7%)	34,426 (31.5%)	65,487 (29.7%)
Not stated	1,632 (2.8%)	1,759 (3.5%)	3,391 (3.1%)	6,592 (3.0%)
Total employed	54,166 (92.0%)	46,762 (93.0%)	100,928 (92.5%)	204,063 (92.5%)
Unemployed	4,693 (8.0%)	3,545 (7.0%)	8,238 (7.5%)	16,610 (7.5%)
Not in labour force	26,010	31,249	57,259	114,177

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 2.14 outlines the mean taxable income of taxpayers in the Far North region for financial year 1998-1999. This figure is compared to Queensland.

Table 2.14. Mean taxable income of taxpayers in the Far North region, 1998-1999

	Mean taxable income
Far North	$30,501
Queensland	$32,358

Source: Office of Economic and Statistical Research, Regional Profiles June 2001

As can be seen in the table above, the average taxable income for taxpayers in Queensland for the financial year 1998-1999 was $32,358. However, the figure in the Far North region was 5.7% lower than the state average. Within the Far North region, the local government area with the highest average taxable income was Cook Shire with $35,565, while the lowest was Herberton Shire with $27,744.

2.3 Health in the Far North Region

The tables in this section include information that is collected by Queensland Health, who provides this information to the Office of Economic and Statistical Research. The Office of Economic and Statistical Research maintain the QRSIS (Queensland Regional Statistical Information System) database, where the data presented in this section was extracted from. Table 2.15 outlines the number of health facilities by type in the Far North region for financial year 1999/00.

Table 2.15. Health facilities by type in the Far North region 1999/00

	Far North	North Qld	Qld
Public facilities:			
Hospital beds	915	1,719	10,081
Hospital – acute outpost	25	27	51
Hospital – acute other	27	50	156
Psychiatric resident facilities	0	2	11
Nursing home for aged	0	2	23
Young disabled nursing home	0	0	4
Community health facilities	32	82	245
Pathology laboratory	2	5	26
Community mental health facilities	1	5	63
Child / adol. community health facilities	5	14	61
Regional Health Authority – Qld Health	0	0	1
Private facilities:			
Licensed day centre/hospital	2	3	26
Licensed hospital – acute	1	3	52
Nursing home for aged (non profit)	6	12	98
Nursing home for aged (profit)	1	1	73
Young disabled nursing home	0	2	10
Hostel for aged (non profit)	4	7	34
Pathology laboratory	2	2	17
Other health facilities	7	19	92
Total facilities	**115**	**236**	**1,017**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

As the table shows, 9.1% of Queensland's 10,081 hospital beds were in hospitals in the Far North region in 1999/00, which equates to 53.2% of North Queensland beds. This region had the largest number of hospital beds and total number of health facilities in North Queensland. There were no public psychiatric resident facilities, public nursing homes (aged), public young disabled nursing homes or private young disabled nursing homes in the Far North region.

Table 2.16 outlines the number of hospital separations in the Far North region for financial year 1998/99 by patient condition. Symptoms, signs, and ill-defined conditions and other health status factors are not listed separately, but are included in the total figures.

Table 2.16. Hospital separations in the Far North region in 1998/99 by condition (rate per 100,000 age specific population in parentheses)

	Far North	Queensland
Diseases of the digestive system	7,565 (3,621.2)	134,275 (3,822.9)
Injury and poisoning	7,730 (3,609.9)	88,506 (2,560.4)
Neoplasms	3,919 (1,994.6)	81,632 (2,298.8)
Diseases of the circulatory system	4,522 (2,370.3)	78,966 (2,203.3)
Complications of pregnancy, childbirth, etc	7,144 (3,254.9)	76,822 (2,347.7)
Diseases of the genitourinary system	3,863 (1,826.2)	66,683 (1,905.1)
Diseases of the respiratory system	4,517 (2,189.3)	60,881 (1,760.0)
Diseases of nervous system and sense organs	3,273 (1,645.2)	57,742 (1,637.0)
Diseases of musculoskeletal system	3,071 (1,478.2)	50,860 (1,440.1)
Mental disorders	1,935 (899.7)	42,272 (1,206.5)
Diseases of skin and subcutaneous tissue	2,362 (1,100.0)	20,559 (588.5)
Infectious and parasitic diseases	1,564 (711.6)	15,207 (444.7)
Endocrine, nutrition, metabolic and immunity	1,209 (584.6)	13,416 (382.2)
Diseases of blood and blood organs	463 (228.9)	12,014 (338.2)
Certain conditions – perinatal period	617 (264.0)	8,215 (249.1)
Congenital anomalies	308 (136.0)	6,135 (181.9)
Total	**71,387 (34,289.2)**	**1,085,930 (31,107.2)**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

As can be seen in the table, there were more than one million hospital separations in Queensland in 1998/99, and more than 70,000 in the Far North region. The most common condition in patients in both the Far North region and Queensland hospitals was diseases of the digestive system. There were some slight differences between the Far North region and the state totals.

There was a slightly higher rate of hospital separations per 100,000 age specific population in the Far North region compared with Queensland. There were slightly higher rates of hospital separations due to injury and poisoning, complications of pregnancy and childbirth, diseases of the respiratory system, diseases of the skin and subcutaneous tissue, infectious and parasitic diseases and endocrine, nutrition, metabolic and immunity problems in the Far North region than in Queensland.

Furthermore, there were slightly lower rates of hospital separations due to neoplasms, mental disorders and diseases of blood and blood organs in the Far North region than in Queensland.

Table 2.17 outlines the causes of death in the Far North region for the three years to 1998 by patient condition.

As can be seen in the table, there were more than 21,000 deaths in Queensland in the three years to 1998, and just over 1,000 in the Far North region. The most common cause of death in both the Far North region and Queensland was diseases of the circulatory system, followed by neoplasms.

There were some slight differences between the Far North region and the state totals, however. There were slightly higher rates of deaths due to neoplasms, diseases of the respiratory system, injury and poisoning, endocrine, nutrition, metabolic and immunity problems and diseases of the musculoskeletal system in the Far North region than Queensland.

Table 2.17. Cause of death in the Far North region in three years to 1998 by condition (rate per 100,000 age specific population in parentheses)

	Far North	Queensland
Diseases of the circulatory system	408 (236)	8,706 (241)
Neoplasms	318 (180)	5,875 (169)
Diseases of the respiratory system	104 (60)	1,910 (53)
Injury and poisoning	109 (53)	1,462 (43)
Diseases of the digestive system	37 (20)	649 (18)
Endocrine, nutrition, metabolic and immunity	49 (27)	636 (18)
Mental disorders	23 (13)	448 (12)
Diseases of nervous system and sense organs	19 (11)	416 (12)
Diseases of the genitourinary system	18 (10)	378 (10)
Infectious and parasitic diseases	16 (8)	212 (6)
Certain conditions – perinatal period	8 (4)	128 (4)
Congenital anomalies	8 (4)	127 (4)
Diseases of musculoskeletal system	12 (7)	123 (3)
Diseases of blood and blood organs	3 (2)	63 (2)
Diseases of skin and subcutaneous tissue	4 (2)	29 (1)
Complications of pregnancy, childbirth, etc	0	2 (0)
Symptoms, signs, and ill-defined conditions	12 (6)	107 (3)
Total	**1,149 (642)**	**21,271 (599)**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

2.4 Crime in the Far North Region

Table 2.18 outlines crime statistics for the Far North region. Figures are recorded offences for financial year 2000/01 that were collected by the Queensland Police Service and analysed by the Office of Economic and Statistical Research. North Queensland figures were calculated by summing the totals for the three regions. Rates for North Queensland were not possible to calculate.

Table 2.18. Crime statistics for the Far North region 2000/01 (rate of offences per 100,000 population in parentheses)

	Far North	North Qld	Queensland
Offences against the person	3,059 (1,331)	6,498	31,489 (866)
Offences against property	14,939 (6,503)	37,641	313,516 (8,626)
Other offences	13,584 (5,913)	25,661	108,349 (2,981)

Source: Office of the Government Statistician, Crime and Social Profiles Local Crime Areas 2000-01

As can be seen in the table above, in 2000/01, the Far North region accounted for 9.7% of all offences against the person in Queensland, and 47.1% of those in North Queensland. This region accounted for 4.8% of all offences against property in Queensland, and 39.7% of those in North Queensland, as well as 12.5% of all other offences in Queensland, and 52.9% of those in North Queensland. For offences against the person and other offences, the rate in the Far North region was higher than that for all of Queensland, while the rate of offences against property in the Far North region was lower than the state figure.

There were some small crime areas within the Far North region with higher than expected rates of offences. Aurukun and Cook (combined small crime areas) and Torres had high rates of offences against the person (4,807 and 3,558 per 100,000 population respectively), while Cairns had a high rate of offences against property (8,793 per 100,000 population). Aurukun and Cook and Cardwell had high rates of other offences (8,972 and 9,287 per 100,000 population respectively).

2.5 Primary Means of Production in the Far North Region

The Far North region's significant industries include tourism, mining, and agriculture. Given the region's proximity to Asia and natural scenery, tourism is a major contributor to economic growth. Opportunities include the Great Barrier Reef, the Wet Tropics Rainforest, the pristine beaches of Port Douglas, and the magnificent waterfalls of the Atherton Tablelands. The Far North region is the largest fruit growing area in Queensland, accounting for nearly 95% of Queensland's bananas and nearly 65% of paw paws. Other produce includes sugar cane, tropical fruit, peanuts, cut flowers, cashews, tea, dairying and beef cattle. There are five coastal sugar mills in the region producing 14% of Queensland's raw sugar. Dairy processing is carried out at Malanda. Other important industries include engineering, forestry and wood products, aquaculture, seafood processing, pearling and sport fishing.

The total gross value of agricultural production in the Far North region in the year ended March 2000 was $681.5 million, representing 10.1% of the Queensland total. Crops comprised 73.1% of the total value of agricultural production in the region. The local government area with the largest total value of agricultural production was Johnstone Shire ($160.2 million), followed by Cardwell Shire ($127.8 million) and Mareeba Shire ($119.6 million). The value of agricultural crop production was largest in Johnstone Shire ($149.5 million), Cardwell Shire ($125.5 million) and Mareeba Shire ($84.3 million). The value of livestock disposals was largest in Mareeba Shire ($35.2 million) and Etheridge Shire ($34.5 million). Eacham Shire made the largest contribution to the value of livestock products ($37.7 million).

The Far North region accounted for 54.0% ($395.6 million) of Queensland's total value of production minerals in 2000/01 ($732.9 million). The most valuable mineral mined in the Far North region in 2000/01 was bauxite (beneficiated) ($233.2 million, or 100% of the state's production of this mineral), followed by gold bullion ($141.0 million). In addition, the Far North region produced 100% of the state's bauxite (calcified), peat, slate and tin concentrate.

2.6 Road Traffic Crashes in the Far North Region

There were 6,701 road traffic crashes on Far North region roads between 1998 and 2002, which was 53.1% of all North Queensland crashes. These crashes posed a cost of $360,678,000 to the community, or 52.2% of the total social cost of crashes in North Queensland. These crashes resulted in 4,972 casualties, which was 51.9% of the total number of casualties in North Queensland. Table 2.19 outlines the severity of these casualties (by statistical subdivision) in the Far North region, and compares the figures to those for North Queensland. Only casualties resulting from fatal and hospitalisation crashes are listed separately, while the total casualties includes those from fatal, hospitalisation, medical treatment and minor injury crashes.

Table 2.19. Casualties by severity and statistical subdivision in the Far North region, 1998 to 2002 (percentage of North Queensland in parentheses)

	Fatalities	Hospitalisations	Total Casualties
Far North	130 (52.0%)	1,773 (51.9%)	4,972 (51.9%)
Cairns City Part A	30 (12.0%)	690 (20.2%)	2,235 (23.3%)
Far North Balance	100 (40.0%)	1,083 (31.7%)	2,737 (28.6%)
North Queensland	250	3,414	9,585

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, approximately 52% of all casualties in North Queensland were the result of crashes on Far North region roads. Approximately 30% of North Queensland casualties and hospitalisations were the result of crashes on Far North Balance (rural) roads, and this figure rose to 40% for fatalities. More than 20% of North Queensland casualties and hospitalisations were the result of crashes on Cairns City Part A (urban) roads, and this figure dropped to 12% for fatalities.

Table 2.20 outlines the road user type of all fatalities and hospitalisations that resulted from road traffic crashes on Far North region roads between 1998 and 2002.

Table 2.20. Fatalities and hospitalisations in the Far North region by road user type, 1998 to 2002 (percentage of totals in parentheses)

	Driver	Passenger	Pedestrian	Motorcycle		Bicycle rider
				Rider	Pillion	
Cairns City Part A						
Fatalities	4 (13.3%)	9 (30.0%)	13 (43.3%)	2 (6.7%)	0	2 (6.7%)
Hospitalisations	266 (38.6%)	149 (21.6%)	82 (11.9%)	89 (12.9%)	6 (0.9%)	98 (14.2%)
Total Casualties	1,009 (45.2%)	517 (23.2%)	186 (8.3%)	215 (9.6%)	17 (0.8%)	289 (12.9%)
Far North Balance						
Fatalities	42 (42.0%)	33 (33.0%)	13 (13.0%)	10 (10.0%)	1 (1.0%)	1 (1.0%)
Hospitalisations	486 (44.9%)	350 (32.3%)	45 (4.2%)	162 (15.0%)	19 (1.8%)	21 (1.9%)
Total Casualties	1,268 (46.3%)	970 (35.4%)	126 (4.6%)	266 (9.7%)	28 (1.0%)	79 (2.9%)
Far North Region						
Fatalities	46 (35.4%)	42 (32.3%)	26 (20.0%)	12 (9.2%)	1 (0.8%)	3 (2.3%)
Hospitalisations	752 (42.4%)	499 (28.1%)	127 (7.2%)	251 (14.2%)	25 (1.4%)	119 (6.7%)
Total Casualties	2,277 (45.8%)	1,487 (30.0%)	312 (6.3%)	481 (9.7%)	45 (0.9%)	368 (7.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, the largest proportion of road users for all casualty severity categories in the Far North region were drivers. Interestingly, the most common road user type for fatalities in Cairns City Part A was pedestrians, followed by drivers. This is in contrast to the trends observed within the rest of the region (discussed below), and may be due to the small sample size. For hospitalisations and total casualties in Cairns City Part A, the most common road user types were drivers, followed by passengers. In Far North Balance and the Far North region in total, the most common road user type for fatalities, hospitalisations and total casualties was drivers, followed by passengers.

Table 2.21 shows the nature of crash resulting in fatalities and hospitalisations in the Far North region between 1998 and 2002 by statistical subdivision. As can be seen in the table, the most common nature of crash resulting in a fatality in Cairns City Part A was hitting a pedestrian, followed by angle crashes. For Far North Balance and the region as a whole, however, the most common nature of crash resulting in a fatality was hit fixed obstruction or temporary object, which is consistent with North Queensland and Queensland trends. The most common nature of crash resulting in a hospitalisation in Cairns City Part A was angle, which is consistent with North Queensland and Queensland trends, followed by hitting a fixed obstruction or temporary object. For Far North Balance and the region as a whole, the most common nature of crash resulting in a hospitalisation was hitting a fixed obstruction or temporary object.

Table 2.21. Fatalities and hospitalisations in the Far North region by nature of crash, 1998 to 2002

	Cairns City Part A		Far North Balance		Far North	
	Fatal	**Hosp.**	**Fatal**	**Hosp.**	**Fatal**	**Hosp.**
Hit parked vehicle	0	8	0	7	0	15
Angle	7	242	7	91	14	333
Rear-end	0	56	1	33	1	89
Head-on	2	16	13	61	15	77
Sideswipe	1	27	3	46	4	73
Hit fixed obstruction or temporary object	3	99	25	285	28	384
Overturned	2	20	14	159	16	179
Fall from moving vehicle	2	8	5	14	7	22
Motor or pedal cycle overturn, fall or drop	0	22	1	40	1	62
Hit pedestrian	13	76	13	44	26	120
Hit animal	0	3	2	20	2	23
Collision – misc.	0	0	1	3	1	3
Non-collision – misc.	0	1	0	3	0	4

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

Table 2.22 shows alcohol-related fatalities and hospitalisations that occurred as the result of a road traffic crash on Far North region roads between 1998 and 2002 by statistical subdivision, and compares these figures to North Queensland and Queensland trends.

Table 2.22. Alcohol-related fatalities and hospitalisations in the Far North region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	**Hospitalisations**
Cairns City Part A	11 (36.7%)	112 (16.2%)
Far North Balance	40 (40.0%)	176 (16.3%)
Far North	**51 (39.2%)**	**288 (16.2%)**
North Queensland	82 (32.8%)	605 (17.7%)
Queensland	477 (30.7%)	3,612 (14.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, a higher proportion of fatalities in the Far North region were alcohol-related when compared to North Queensland and Queensland figures. The highest proportion of alcohol-related fatalities was observed in the Far North Balance statistical subdivision, with 40% of fatalities deemed alcohol-related. Although the proportion of alcohol-related hospitalisations in the Far North region was slightly lower than North Queensland, it was higher than that observed in Queensland. The proportion (of approximately 16%) was similar across statistical subdivisions. The Far North region had the lowest proportion of alcohol-related hospitalisations in North Queensland, and was the only region in North Queensland to have a lower figure than Queensland.

Table 2.23 shows fatigue-related fatalities and hospitalisations that occurred as the result of a road traffic crash on Far North region roads between 1998 and 2002 by statistical subdivision, and compares these figures to North Queensland and Queensland trends. As can be seen in the table, a higher proportion of fatalities and hospitalisations in the Far North region are fatigue-related when compared to Queensland figures, while the proportions are lower than those for North Queensland. The highest proportion of fatigue-related casualties was observed in the Far North Balance statistical subdivision, with 18% of fatalities and almost 16% of hospitalisations deemed fatigue-related in this statistical subdivision. Of note in this table is that there were no fatigue-related fatalities in Cairns City Part A in the five year period. The Far North region had the lowest proportion of fatigue-related fatalities in North Queensland.

Table 2.23. Fatigue-related fatalities and hospitalisations in the Far North region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Cairns City Part A	0	15 (2.2%)
Far North Balance	18 (18.0%)	170 (15.7%)
Far North	**18 (13.8%)**	**185 (10.4%)**
North Queensland	43 (17.2%)	388 (11.4%)
Queensland	203 (13.0%)	2,125 (8.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

Table 2.24 shows speed-related fatalities and hospitalisations that occurred as the result of a road traffic crash on Far North region roads between 1998 and 2002 by statistical subdivision, and compares these figures to North Queensland and Queensland trends.

Table 2.24. Speed-related fatalities and hospitalisations in the Far North region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Cairns City Part A	2 (6.7%)	39 (5.7%)
Far North Balance	18 (18.0%)	93 (8.6%)
Far North	**20 (15.4%)**	**132 (7.4%)**
North Queensland	44 (17.6%)	303 (8.9%)
Queensland	243 (15.6%)	1,813 (7.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, a slightly lower proportion of fatalities and hospitalisations in the Far North region are speed-related when compared to North Queensland figures, while the proportions are similar to those observed in Queensland. The highest proportion of speed-related casualties was observed in the Far North Balance statistical subdivision, with 18% of fatalities and almost nine percent of hospitalisations deemed speed-related in this statistical subdivision. The Far North region had the lowest proportion of speed-related fatalities and hospitalisations in North Queensland, and was the only region in North Queensland to have a lower proportion of speed-related fatalities than Queensland. Of note in this table is that the proportion of speed-related fatalities in the Cairns City Part A statistical subdivision was less than half that of the state.

Table 2.25 outlines fatalities and hospitalisations that occurred on Far North region roads between 1998 and 2002 where road or vehicle factors contributed to the crash, by statistical subdivision, and compares these figures with those for North Queensland and Queensland. Road-related crashes are those where the road surface, gradient or quality were deemed to have contributed to the crash. Vehicle-related crashes are those where mechanical, external or other vehicle defects were deemed to have contributed to the crash.

Table 2.25. Road- and vehicle-related fatalities and hospitalisations in the Far North region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Road-related		Vehicle-related	
	Fatalities	**Hospital**	**Fatalities**	**Hospital**
Cairns City Part A	0	13 (1.9%)	0	8 (1.2%)
Far North Balance	6 (6.0%)	105 (9.7%)	6 (6.0%)	69 (6.4%)
Far North	**6 (4.6%)**	**118 (6.7%)**	**6 (4.6%)**	**77 (4.3%)**
North Queensland	9 (3.6%)	210 (6.2%)	14 (5.6%)	190 (5.6%)
Queensland	39 (2.5%)	794 (3.2%)	55 (3.5%)	894 (3.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, a higher proportion of fatalities and hospitalisations resulted from crashes on Far North region roads where road factors contributed to the crash when compared to North Queensland and Queensland figures. The Far North Balance statistical subdivision had the highest proportion of road-related casualties in the Far North region, while Cairns City Part A had no road-related fatalities and a lower proportion of road-related hospitalisations than North Queensland and Queensland. The Far North region had higher proportions of vehicle-related casualties than those observed in Queensland, although these figures were lower than those for North Queensland. The Far North Balance statistical subdivision had the highest proportion of vehicle-related casualties in the Far North region, while Cairns City Part A had no vehicle-related fatalities and a lower proportion of vehicle-related hospitalisations than North Queensland and Queensland.

Table 2.26 outlines restraint use of vehicle occupants by casualty severity (fatalities and hospitalisations only) in crashes that occurred on Far North region roads between 1998 and 2002, and compares these figures to those for North Queensland and Queensland.

Table 2.26. Restraint use in fatalities and hospitalisations in the Far North region, 1998 to 2002 (percentage of totals in parentheses)

	Far North		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Fitted – Worn	33 (25.4%)	847 (47.8%)	58 (23.2%)	1,582 (46.3%)	533 (34.3%)	13,277 (54.0%)
Fitted – Not Worn	20 (15.4%)	124 (7.0%)	43 (17.2%)	262 (7.7%)	203 (13.0%)	1,027 (4.2%)
Fitted – Unknown	21 (16.2%)	140 (7.9%)	42 (16.8%)	305 (8.9%)	202 (13.0%)	2,065 (8.4%)
Not Fitted	3 (2.3%)	32 (1.8%)	7 (2.8%)	66 (1.9%)	30 (1.9%)	271 (1.1%)
Unknown	10 (7.7%)	101 (5.7%)	25 (10.0%)	203 (5.9%)	121 (7.8%)	1,461 (5.9%)
Not Applicable	43 (33.1%)	529 (29.8%)	75 (30.0%)	996 (29.2%)	467 (30.0%)	6,503 (26.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, where restraint use was known and applicable, most vehicle occupants in fatalities and hospitalisations in the Far North region were wearing restraints (if restraints were fitted). Far North region figures were consistent with those for North Queensland, which were lower than state figures. Within the Far North region, restraint use was slightly higher in the Far North Balance statistical subdivision (49.2%) than the Cairns City Part A statistical subdivision (45.5%).

Table 2.27 outlines helmet use of bicycle and motorcycle riders by casualty severity (fatalities and hospitalisations only) in crashes that occurred on Far North region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland.

Table 2.27. Helmet use in fatalities and hospitalisations in the Far North region, 1998 to 2002 (percentage of totals in parentheses)

	Far North		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Worn	13 (10.0%)	348 (19.6%)	24 (9.6%)	653 (19.1%)	185 (11.9%)	3,729 (15.2%)
Not Worn	3 (2.3%)	32 (1.8%)	3 (1.2%)	48 (1.4%)	23 (1.5%)	385 (1.6%)
Unknown	0	15 (0.8%)	1 (0.4%)	28 (0.8%)	17 (1.1%)	193 (0.8%)
Not Applicable	114 (87.7%)	1,378 (77.7%)	222 (88.8%)	2,685 (78.6%)	1,331 (85.5%)	20,297 (82.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, where helmet use was known and applicable, most bicycle and motorcycle riders in fatalities and hospitalisations in the Far North region were wearing helmets. Although the proportion of riders wearing helmets in fatalities in the Far North region and North Queensland was lower than the state figure, the proportion of riders in hospitalisations was higher than the Queensland figure. Within the Far North region, helmet wearing was equal across statistical subdivisions for fatalities, while for hospitalisations helmet wearing was far more common in the Cairns City Part A statistical subdivision (24.2%) than in the Far North Balance statistical subdivision (16.7%).

Table 2.28 outlines the state of driver's licensure by crash severity for all fatal and hospitalisation crashes that occurred on Far North region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland.

Table 2.28. Licensed state of drivers in Far North region fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

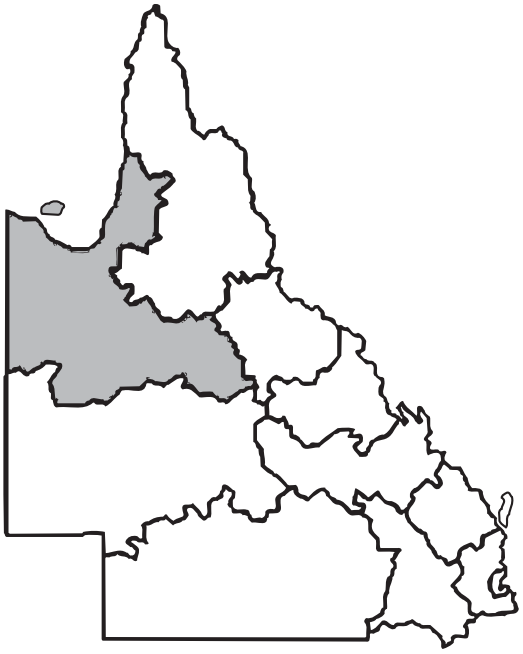
	Far North		North Queensland		Queensland	
	Fatal	Hospital	Fatal	Hospital	Fatal	Hospital
Queensland	124 (83.2%)	1,626 (85.5%)	240 (83.9%)	3,221 (86.5%)	1,767 (88.9%)	26,667 (89.9%)
NSW	3 (2.0%)	39 (2.1%)	7 (2.4%)	78 (2.1%)	56 (2.8%)	685 (2.3%)
Victoria	1 (0.7%)	27 (1.4%)	2 (0.7%)	49 (1.3%)	23 (1.2%)	338 (1.1%)
SA	2 (1.3%)	14 (0.7%)	2 (0.7%)	24 (0.6%)	5 (0.3%)	85 (0.3%)
WA	1 (0.7%)	10 (0.5%)	2 (0.7%)	17 (0.5%)	4 (0.2%)	71 (0.2%)
Tasmania	0	5 (0.3%)	0	10 (0.3%)	0	33 (0.1%)
NT	0	8 (0.4%)	1 (0.3%)	17 (0.5%)	3 (0.2%)	52 (0.2%)
ACT	0	4 (0.2%)	0	5 (0.1%)	0	44 (0.1%)
Federal	0	1 (0.05%)	0	3 (0.08%)	0	7 (0.02%)
Overseas	8 (5.4%)	84 (4.4%)	12 (4.2%)	128 (3.4%)	32 (1.6%)	453 (1.5%)
Not applicable	0	3 (0.2%)	0	7 (0.2%)	2 (0.1%)	24 (0.08%)
Unknown	10 (6.7%)	80 (4.2%)	20 (7.0%)	165 (4.4%)	96 (4.8%)	1,200 (4.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, most drivers involved in fatal and hospitalisation crashes on Far North region roads between 1998 and 2002 held Queensland Driver's Licences, although the proportion of Queensland Licence holders was slightly lower than the North Queensland and Queensland figures. The Far North region had a slightly higher proportion of drivers with overseas licences involved in fatal and hospitalisation crashes than North Queensland, which in turn had a proportion more than double that of Queensland. Within the Far North region, drivers in fatal and hospitalisation crashes in the Cairns City Part A statistical subdivision were more likely to hold a Queensland Driver's Licence (84.2% and 89.8% respectively) than drivers in fatal and hospitalisation crashes in the Far North Balance statistical subdivision (82.9% and 82.0%). Furthermore, the proportion of drivers with an overseas Driver's Licence involved in fatal and hospitalisation crashes in the Far North Balance statistical subdivision (6.3% and 5.5% respectively) was more than double that for the Cairns City Part A statistical subdivision (2.6% and 3.1%).

Road traffic crash data for each Statistical Local Area of the rural areas (Far North Balance statistical subdivision) of the Far North region is included in Appendix B.

Section 3. North West Region



This section will describe the North West region in terms of demographics and the major indicators of the socio-economic climate, general health status, primary production, and access to health and other services. Road traffic crash statistics for the five-year period from 1998 to 2002 will also be outlined.

3.1 Demographics of the North West Region

The North West region (or statistical division), unlike the other two regions that make up North Queensland for the purposes of the Rural and Remote Road Safety Research Project, is not further divided into statistical subdivisions, as the whole region is classified as rural for the study.

The total land area of the North West region is 312,052.3 square kilometres, which is 18.0% of the total area of Queensland, and 47.2% of the total area of North Queensland. The estimated resident population of the North West region as at June 30, 2001 was 35,906 persons, which is 1.0% of the total estimated resident population of Queensland, and 7.9% of the total estimated resident population of North Queensland.

These figures equate to 0.1 people per square kilometre in the North West region, which is approximately one twentieth of the state figure (2.1 people per square kilometre), and one seventh of the figure for North Queensland (0.7 people per square kilometre).

The North West region can be divided into nine statistical local areas. Table 3.1 shows the statistical local areas (SLAs) of the North West region.

Table 3.1. Statistical local areas of the North West region

Burke	Mornington
Carpentaria	Mount Isa
Cloncurry	Richmond
Flinders	Unincorporated Islands
McKinlay	

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 3.2 outlines estimated resident population and land area figures for the statistical local areas of the North West region.

Table 3.2. Estimated resident population (as at June 30, 2001) and land area in the North West region by statistical local area (percent of region in parentheses)

	Estimated resident population	Land area km2	Persons per km2
Burke	1,134 (3.2%)	41,989.5 (13.5%)	0.03
Carpentaria	3,882 (10.8%)	68,335.4 (21.9%)	0.1
Cloncurry	3,505 (9.8%)	48,112.1 (15.4%)	0.1
Flinders	2,037 (5.7%)	41,537.9 (13.3%)	0.05
McKinlay	1,134 (3.2%)	40,885.4 (13.1%)	0.03
Mornington	1,302 (3.6%)	1,231.2 (0.4%)	1.1
Mount Isa	21,869 (60.9%)	43,342.5 (13.9%)	0.5
Richmond	1,043 (2.9%)	26,602.3 (8.5%)	0.04
Unincorp. Islands	Nil	16.0 (0.001%)	Nil
North West Total	**35,906**	**312,052.3**	**0.1**

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 3.3 shows estimated resident population change (or growth) within the North West region from June 30, 1996 to June 30, 2001, and compares these figures with North Queensland and Queensland. Interestingly, there was no resident population growth in the North West region, which is in contrast to the other areas of North Queensland, which all showed some level of growth.

Table 3.3. Estimated resident population and growth from 1996 to 2001 in the North West region

	June 30 1996	June 30 2001	Total Change	Annual Avg. Change
North West	35,947	35,906	-0.1%	-0.02%
North Queensland	425,750	454,230	6.7%	1.3%
Urban areas	229,109	249,327	8.8%	1.8%
Rural areas	196,641	204,903	4.2%	0.8%
Queensland Total	3,338,690	3,627,816	8.7%	1.7%

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 3.4 outlines the number of people in the North West region who identify as Indigenous according to the 2001 Census of Population and Housing. Indigenous persons are those who identify as Aboriginal, Torres Strait Islander, or both.

Table 3.4. Indigenous population of the North West region (percent of total population excluding overseas visitors in parentheses)

	Males	Females	Total Persons
North West	4,172 (19.6%)	4,320 (24.8%)	8,492 (22.0%)
North Queensland	24,229 (10.4%)	24,769 (11.1%)	48,998 (10.8%)
Urban areas	7,554 (6.1%)	8,406 (6.8%)	15,960 (6.4%)
Rural areas	16,675 (15.5%)	16,363 (16.6%)	33,038 (16.0%)
Queensland Total	55,548 (3.1%)	57,224 (3.2%)	112,772 (3.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table, 22% of the population of the North West region identify as Indigenous, which is approximately double the average for North Queensland, or seven times

the state average. This region has the highest proportion of Indigenous population in North Queensland. There was a difference in Indigenous status between the sexes, as more females than males identified as Indigenous.

Since 2002, the Australian Bureau of Statistics has provided a list of Aboriginal and Torres Strait Islander Councils with Statistical Local Areas. Although there is no data available for these Councils for the five-year period of this report, for the reader's information, there are no Islander Councils within the North West region, but one Aboriginal Council, Doomadgee.

Table 3.5 outlines gender in the North West region according to the 2001 Census of Population and Housing, and compares these figures to North Queensland and Queensland. Overseas visitors are excluded from these figures. As can be seen in the table, in the North West region there were ten percent more males than females. This trend is more marked than that observed for North Queensland, and in contrast to the slightly higher percentage of females in Queensland.

Table 3.5. Gender in the North West region (percent in parentheses)

	Males	Females
North West	21,287 (55.0%)	17,395 (45.0%)
North Queensland	231,876 (51.0%)	223,124 (49.0%)
Urban areas	124,019 (50.0%)	124,285 (50.0%)
Rural areas	107,857 (52.2%)	98,839 (47.8%)
Queensland Total	1,775,554 (49.5%)	1,810,085 (50.5%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 3.6 outlines the age of people in the North West region according to the 2001 Census of Population and Housing. Overseas visitors are excluded from these figures.

Table 3.6. Age in the North West region (percentage in parentheses)

	North West
Under 17 years	10,187 (26.3%)
17 – 20 years	1,938 (5.0%)
21 – 24 years	2,335 (6.0%)
25 – 29 years	3,621 (9.4%)
30 – 39 years	6,583 (17.0%)
40 – 49 years	5,213 (13.5%)
50 – 59 years	4,408 (11.4%)
60 – 69 years	2,733 (7.1%)
70 – 79 years	1,269 (3.3%)
80 years and over	395 (1.0%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table, just over one quarter of the population of the North West region was under 17 years of age. The next largest age groups were 30 – 39, 40 – 49 and 50 – 59 years.

Table 3.7 shows the region of birth for those people who reside in Australia and appropriately responded to this item in the 2001 Census of Population and Housing.

The Oceania and Antarctica region includes Australia, Oceania and Antarctica. The North-West Europe region includes the United Kingdom, Ireland, Western Europe and Northern Europe. The North-East Asia region includes Chinese Asia, Mongolia, Japan and the Koreas. The Americas region includes Northern America, South America, Central America and the Caribbean. The Sub-Saharan Africa region includes Central and West Africa, and Southern and East Africa.

As can be seen in the table, more than 90% of the North West region population were born in the Oceania and Antarctica region, which includes Australia. The next most common birthplaces were the North-West Europe region, which includes the United Kingdom, followed by the South-East Asia and Southern and Eastern Europe regions. This region had the highest proportion of the population born in the Oceania and Antarctica region (which includes Australia) in North Queensland.

Table 3.7. Birthplace by region in the North West region (percent in parentheses)

	North West
Oceania and Antarctica	32,881 (92.8%)
North-West Europe	1,561 (4.4%)
Southern and Eastern Europe	326 (0.9%)
North Africa and Middle East	26 (0.07%)
South-East Asia	345 (1.0%)
North East Asia	20 (0.06%)
Southern and Central Asia	61 (0.2%)
Americas	118 (0.3%)
Sub-Saharan Africa	108 (0.3%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 3.8 outlines household types in the North West region by number of persons usually resident, family and non-family households, and lone person and group households. Family households are those where the occupants are related to each other, for example parents and children, or living together as a family unit, such as couples, stepfamilies and foster families. Non-family households are those where the occupants are unrelated co-tenants, such as students living in share houses.

As can be seen in the table, almost three quarters of the 10,404 households in the North West region are family households. The most common number of people living in family households is two, followed by three and four. Just over one fifth of households in the North West region are lone person households, while less than five percent are group non-family households. Approximately 83% of the North West region households have four or less people.

Table 3.8. Household type by number of persons usually resident and family and non-family households in the North West region (percent of total households in parentheses)

Number of persons	Family Households	Non-Family Households	
		Lone person	Group
One	N/A	2,348 (22.6%)	N/A
Two	2,739 (26.3%)	N/A	326 (3.1%)
Three	1,616 (15.5%)	N/A	79 (0.8%)
Four	1,579 (15.2%)	N/A	15 (0.01%)
Five	868 (8.3%)	N/A	5 (0.05%)
Six or more	825 (7.9%)	N/A	4 (0.04%)
Total	**7,627 (73.3%)**	**2,348 (22.6%)**	**429 (4.1%)**

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 3.9 outlines the highest level of primary or secondary schooling completed by North West region respondents aged 15 years and over. These figures exclude overseas visitors.

Table 3.9. Highest level of schooling achieved by persons over 15 years (excluding overseas visitors) in the North West region (percentage in parentheses)

	North West
Year 8 or below	3,626 (12.3%)
Year 9 or equiv.	2,256 (7.7%)
Year 10 or equiv.	9,207 (31.3%)
Year 11 or equiv.	2,180 (7.4%)
Year 12 or equiv.	8,297 (28.2%)
Still at school	585 (2.0%)
Didn't go to school	319 (1.1%)
Not stated	2,964 (10.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As Table 3.9 shows, approximately one third of people over 15 years of age in North Queensland had completed Year 10 or its equivalent. The next most common level of schooling achieved was Year 12 or its equivalent. This trend was in contrast to that observed for North Queensland, and the Far North and Northern regions. This region also had a slightly higher proportion of respondents indicating that they had achieved a schooling level of Year 8 or below than the other two regions of North Queensland.

Table 3.10 shows the highest non-school qualification achieved by people over the age of 15 in the North West region (excluding overseas visitors). As can be seen in the table, the most common higher level of qualification in Australia is a Certificate, followed by Bachelor Degrees and Advanced Diplomas and Diplomas. This trend was also observed within the North West region. The proportion of people with Certificate qualifications in the North West region was slightly higher than the figures for Queensland and Australia, while the proportions of people in the North West region with Bachelor Degrees and Advanced Diplomas and Diplomas were lower than the state and country figures.

Table 3.10. Non-school qualifications of people over 15 (excluding overseas visitors) in the North West region (percent in parentheses)

	North West	Queensland	Australia
Postgraduate Degree	188 (0.6%)	38,740 (1.4%)	269,042 (1.8%)
Graduate Diploma & Graduate Certificate	230 (0.8%)	31,775 (1.1%)	203,928 (1.4%)
Bachelor Degree	1,786 (6.1%)	235,113 (8.3%)	1,445,943 (9.7%)
Advanced Diploma & Diploma	1,127 (3.8%)	156,001 (5.5%)	892,359 (6.0%)
Certificate	5,343 (18.2%)	451,525 (16.0%)	2,341,941 (15.8%)
Not stated	3,845 (13.1%)	305,262 (10.8%)	1,703,483 (11.5%)
Not applicable	16,915 (57.5%)	1,604,681 (56.8%)	8,000,078 (53.8%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

3.2 Socio-economics of the North West Region

Table 3.11 shows employment characteristics of the North West region. The total labour force figures are the sum of those working full-time, part-time, not stated employment, and unemployed.

Table 3.11. Employment characteristics of the North West region (percent of total labour force in parentheses)

	North West	North Queensland
Full-time	12,963 (66.9%)	131,984 (59.8%)
Part-time	4,864 (25.1%)	65,487 (29.7%)
Not stated	521 (2.7%)	6,592 (3.0%)
Total employed	18,348 (94.7%)	204,063 (92.5%)
Unemployed	1,036 (5.3%)	16,610 (7.5%)
Not in labour force	7,942	114,177

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As Table 3.11 shows, the unemployment rate in the North West region in 2001 was much lower than North Queensland figures. This region had a higher rate of people in the labour force indicating that they were working full-time than North Queensland, and similarly a lower proportion of people in part-time employment. These figures are influenced by the inclusion of CDEP recipients as employed.

Table 3.12 outlines the mean taxable income of taxpayers in the North West region for financial year 1998-1999. This figure is compared to Queensland.

Table 3.12. Mean taxable income of taxpayers in the North West region, 1998-1999

	Mean taxable income
North West	$38,616
Queensland	$32,358

Source: Office of Economic and Statistical Research, Regional Profiles June 2001

As can be seen in the table above, the average taxable income for taxpayers in Queensland for the financial year 1998-1999 was $32,358. The North West region figure was 19.3% higher than the state average. Within the North West region, the local government area with the highest average taxable income was Mount Isa with $40,777, while the lowest was Mornington with $28,201.

3.3 Health in the North West Region

The tables in this section include information that is collected by Queensland Health, who provides this information to the Office of Economic and Statistical Research. The Office of Economic and Statistical Research maintain the QRSIS (Queensland Regional Statistical Information System) database, where the data presented in this section was extracted from by project staff.

Table 3.13 outlines the number of health facilities by type in the North West region for financial year 1999/00.

Table 3.13. Health facilities by type in the North West region 1999/00

	North West	North Qld	Qld
Public facilities:			
Hospital beds	200	1,719	10,081
Hospital – acute outpost	1	27	51
Hospital – acute other	13	50	156
Psychiatric resident facilities	0	2	11
Nursing home for aged	0	2	23
Young disabled nursing home	0	0	4
Community health facilities	23	82	245
Pathology laboratory	0	5	26
Community mental health facilities	1	5	63
Child / adol. Community health facilities	3	14	61
Regional Health Authority – Qld Health	0	0	1
Private facilities:			
Licensed day centre/hospital	0	3	26
Licensed hospital – acute	0	3	52
Nursing home for aged (non profit)	1	12	98
Nursing home for aged (profit)	0	1	73
Young disabled nursing home	0	2	10
Hostel for aged (non profit)	1	7	34
Pathology laboratory	0	2	17
Other health facilities	1	19	92
Total facilities	**44**	**236**	**1,017**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

As the table shows, only two percent of Queensland's 10,081 hospital beds were in hospitals in the North West region in 1999/00, which equates to 11.6% of hospital beds in North Queensland. Generally, the North West region had the lowest number of hospital beds and total health facilities / centres of the three regions. There were no public psychiatric resident facilities, public nursing homes for the aged, public young disabled nursing homes, public pathology laboratories, licensed private day centres / hospitals, licensed private hospitals (acute other), private nursing homes for the aged (profit), private young disabled nursing homes or private pathology laboratories in the North West region.

Table 3.14 outlines the number of hospital separations in the North West region for financial year 1998/99 by patient condition. Symptoms, signs, and ill-defined conditions and other health status factors are not listed separately, but are included in the total figures.

As can be seen in the table, there were more than one million hospital separations in Queensland in 1998/99, and more than 15,000 in the North West region. The most common condition in patients in North West region hospitals was injury and poisoning. This was in contrast to Queensland, where the most common condition was diseases of the digestive system. Furthermore, the rate of injury and poisoning per 100,000 age specific population in the North West region was more than two and a half times the rate in Queensland generally.

There were many differences between the North West region and the state totals. There were higher rates of hospital separations in the North West region than Queensland due to all conditions except neoplasms, which was similar, and congenital anomalies, which was slightly lower than the rate for Queensland.

There were a number of conditions where the rate of hospital separation per 100,000 age specific population in the North West region was more than double the state figure, specifically injury and poisoning, diseases of the respiratory system, diseases of skin and subcutaneous tissue, infectious and parasitic diseases and endocrine, nutrition, metabolic and immunity conditions.

Table 3.14. Hospital separations in the North West region in 1998/99 by condition (rate per 100,000 age specific population in parentheses)

	North West	Queensland
Diseases of the digestive system	1,491 (4,617.4)	134,275 (3,822.9)
Injury and poisoning	2,513 (7,081.2)	88,506 (2,560.4)
Neoplasms	626 (2,335.5)	81,632 (2,298.8)
Diseases of the circulatory system	988 (3,742.6)	78,966 (2,203.3)
Complications of pregnancy, childbirth, etc	1,348 (3,408.9)	76,822 (2,347.7)
Diseases of the genitourinary system	772 (2,445.4)	66,683 (1,905.1)
Diseases of the respiratory system	1,612 (4,978.4)	60,881 (1,760.0)
Diseases of nervous system and sense organs	740 (2,443.4)	57,742 (1,637.0)
Diseases of musculoskeletal system	649 (2,040.2)	50,860 (1,440.1)
Mental disorders	546 (1,574.8)	42,272 (1,206.5)
Diseases of skin and subcutaneous tissue	788 (2,353.1)	20,559 (588.5)
Infectious and parasitic diseases	687 (1,739.7)	15,207 (444.7)
Endocrine, nutrition, metabolic and immunity	361 (1,152.4)	13,416 (382.2)
Diseases of blood and blood organs	111 (364.4)	12,014 (338.2)
Certain conditions – perinatal period	157 (333.5)	8,215 (249.1)
Congenital anomalies	63 (151.3)	6,135 (181.9)
Total	**15,632 (47,685.3)**	**1,085,930 (31,107.2)**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

Table 3.15 outlines the causes of death in the North West region for the three years to 1998 by patient condition.

Table 3.15. Cause of death in the North West region in three years to 1998 by condition (rate per 100,000 age specific population in parentheses)

	North West	Queensland
Diseases of the circulatory system	46 (225)	8,706 (241)
Neoplasms	37 (171)	5,875 (169)
Diseases of the respiratory system	15 (80)	1,910 (53)
Injury and poisoning	32 (92)	1,462 (43)
Diseases of the digestive system	7 (34)	649 (18)
Endocrine, nutrition, metabolic and immunity	10 (41)	636 (18)
Mental disorders	5 (23)	448 (12)
Diseases of nervous system and sense organs	2 (9)	416 (12)
Diseases of the genitourinary system	2 (13)	378 (10)
Infectious and parasitic diseases	3 (11)	212 (6)
Certain conditions – perinatal period	3 (6)	128 (4)
Congenital anomalies	3 (6)	127 (4)
Diseases of musculoskeletal system	1 (4)	123 (3)
Diseases of blood and blood organs	0	63 (2)
Diseases of skin and subcutaneous tissue	1 (8)	29 (1)
Complications of pregnancy, childbirth, etc	0	2 (0)
Symptoms, signs, and ill-defined conditions	3 (8)	107 (3)
Total	**170 (734)**	**21,271 (599)**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

As can be seen in the table, there were more than 21,000 deaths in Queensland in the three years to 1998, and only 170 in the North West region. The most common cause of death in both the North West region and Queensland was diseases of the circulatory system, followed by neoplasms. The next most common cause of death in the North West region was injury and poisoning.

There were many differences between the North West region and the state totals, however. There were slightly higher rates of deaths due to all conditions except diseases of the circulatory system, neoplasms, diseases of the nervous system and sense organs, diseases of blood and blood organs and complications of pregnancy and childbirth in the North West region than Queensland.

There were slightly lower rates of deaths due to diseases of the circulatory system, diseases of the nervous system and sense organs and diseases of blood and blood organs in the North West region than Queensland, while rates of deaths due to neoplasms and complications of pregnancy and childbirth were similar to state figures.

3.4 Crime in the North West Region

Table 3.16 outlines crime statistics for the North West region. Figures are recorded offences for financial year 2000/01 that were collected by the Queensland Police Service and analysed by the Office of Economic and Statistical Research. North Queensland figures were calculated by summing the totals for the three regions. Rates for North Queensland were not possible to calculate.

Table 3.16. Crime statistics for the North West region 2000/01 (rate of offences per 100,000 population in parentheses)

	North West	North Qld	Queensland
Offences against the person	1,540 (4,311)	6,498	31,489 (866)
Offences against property	5,241 (14,671)	37,641	313,516 (8,626)
Other offences	4,171 (11,676)	25,661	108,349 (2,981)

Source: Office of the Government Statistician, Crime and Social Profiles Local Crime Areas 2000-01

As can be seen in the table above, in 2000/01, the North West region accounted for 4.8% of all offences against the person in Queensland, and 23.7% of those in North Queensland. This region accounted for 1.7% of all offences against property in Queensland, and 13.9% of those in North Queensland, as well as 3.8% of all other offences in Queensland, and 16.3% of those in North Queensland.

Regardless of offence category, the rate in the North West region was much higher than that for all of Queensland. The rate of offences against the person in the North West region was approximately five times the Queensland figure, while the rate of offences against property was almost double, and the rate of other offences was approximately four times the state figure. For all offence categories, the North West region had the highest rate of all the statistical divisions in Queensland.

There was a small crime area within the North West region with higher than expected rates of offences. Carpentaria, Burke and Mornington (combined small crime areas) had high rates of offences against the person and other offences (11,300 and 17,750 per 100,000 population respectively).

3.5 Primary Means of Production in the North West Region

The North West region has a rural and mining based economy. Mining activity in the region has occurred for more than 100 years, and recent development has brought significant economic growth. The Mount Isa Mine is one of the world's largest mining and metallurgical complexes, producing copper anode, crude silver/ lead, zinc and zinc-lead concentrates. In addition, the Carpentaria-Mount Isa Minerals Province has extensive reserves of base metals (copper, lead, zinc, silver) and economically significant deposits of gold, phosphate and uranium. Mining services also contribute to the region's development through engineering, fabrication maintenance and construction. Other key industries include beef, cattle grazing, wool growing and tourism.

The total gross value of agricultural production in North West region for the year ended March 2000 was $295.0 million, representing 4.4% of the Queensland total. Livestock disposals comprised 93.8% of the total value of agricultural production in the region.

The local government area with the largest total value of agricultural production was Flinders Shire ($80.9 million), followed by McKinlay Shire ($60.6 million) and Carpentaria Shire ($54.9 million). The value of livestock disposals was largest in Flinders Shire ($73.6 million), Carpentaria Shire ($54.4 million) and McKinlay Shire ($54.1 million). The value of livestock products was largest in Flinders Shire ($7.2 million) and McKinlay Shire ($6.2 million). Carpentaria Shire made the largest contribution to the value to crop production ($0.5 million).

The North West region accounted for 85.1% ($3,062.0 million) of Queensland's total value of production of minerals in 2000/01 ($3,599.7 million). The most valuable mineral mined in the North West region in 2000/01 was copper concentrate ($1,070.8 million or 94.1% of Queensland's total value of production of this mineral), followed by zinc concentrate ($950.7 million or 100% of the state's value). In addition, the region produced 100% of the state's production in copper precipitate, lead concentrate and phosphate rock.

3.6 Road Traffic Crashes in the North West Region

There were 1,073 road traffic crashes on North West region roads between 1998 and 2002, which was 8.5% of all North Queensland crashes. These crashes posed a cost of $77,686,000 to the community, or 11.2% of the total social cost of crashes in North Queensland. These crashes resulted in 915 casualties, which was 9.5% of the total number of casualties in North Queensland.

Table 3.17 outlines the severity of the casualties in the North West region, and compares the figures to those for North Queensland. Only casualties resulting from fatal and hospitalisation crashes are listed separately, while the total casualties includes those from fatal, hospitalisation, medical treatment and minor injury crashes.

Table 3.17. Casualties by severity in the North West region, 1998 to 2002 (percentage of North Queensland in parentheses)

	Fatalities	Hospitalisations	Total Casualties
North West	33 (13.2%)	442 (12.9%)	915 (9.5%)
North Queensland	250	3,414	9,585

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, almost ten percent of all casualties in North Queensland were the result of crashes on North West region roads. This figure rose to approximately 13% for fatalities and hospitalisations.

Table 3.18 outlines the road user type of all fatalities and hospitalisations that resulted from road traffic crashes on North West region roads between 1998 and 2002.

Table 3.18. Fatalities and hospitalisations in the North West region by road user type, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations	Total Casualties
Driver	12 (36.4%)	173 (39.1%)	378 (41.3%)
Passenger	15 (45.5%)	194 (43.9%)	381 (41.6%)
Pedestrian	6 (18.2%)	25 (5.7%)	57 (6.2%)
Motorcycle Rider	0	37 (8.4%)	53 (5.8%)
Motorcycle Pillion	0	5 (1.1%)	6 (0.7%)
Bicycle rider	0	7 (1.6%)	39 (4.3%)
Other Controller	0	1 (0.2%)	1 (0.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, the largest proportion of road users for all casualty severity categories in the North West region were passengers, followed by drivers. This is in contrast to the trends observed within the rest of North Queensland, where drivers were usually the most common road user type.

Table 3.19 shows the nature of crash resulting in fatalities and hospitalisations in the North West region between 1998 and 2002. As can be seen in the table, the most common nature of crash resulting in fatalities and hospitalisations in the North West region was overturns, followed by hit fixed obstruction or temporary object. This is in contrast to North Queensland and Queensland trends, where hit fixed obstruction or temporary object was the most common nature of crash resulting in a fatality, and angle crashes were the most common nature of crash resulting in a hospitalisation.

Table 3.19. Fatalities and hospitalisations in the North West region by nature of crash, 1998 to 2002

	North West	
	Fatal	**Hospitalisation**
Hit parked vehicle	0	6
Angle	0	35
Rear-end	1	12
Head-on	1	5
Sideswipe	0	10
Hit fixed obstruction or temporary object	7	75
Overturned	13	112
Fall from moving vehicle	1	5
Motor or pedal cycle overturn, fall or drop	0	10
Hit pedestrian	6	25
Hit animal	1	14
Collision – misc.	0	0
Non-collision – misc.	0	3

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

Table 3.20 shows alcohol-related fatalities and hospitalisations that occurred as the result of a road traffic crash on North West region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland trends.

Table 3.20. Alcohol-related fatalities and hospitalisations in the North West region, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	**Hospitalisations**
North West	**14 (42.4%)**	**104 (23.5%)**
North Queensland	82 (32.8%)	605 (17.7%)
Queensland	477 (30.7%)	3,612 (14.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, a higher proportion of fatalities and hospitalisations in the North West region are alcohol-related when compared to North Queensland and Queensland figures. This region had the highest proportion of alcohol-related casualties in North Queensland.

Table 3.21 shows fatigue-related fatalities and hospitalisations that occurred as the result of a road traffic crash on North West region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland trends.

Table 3.21. Fatigue-related fatalities and hospitalisations in the North West region, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
North West	**10 (30.3%)**	**94 (21.3%)**
North Queensland	43 (17.2%)	388 (11.4%)
Queensland	203 (13.0%)	2,125 (8.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, a higher proportion of fatalities and hospitalisations in the North West region are fatigue-related when compared to North Queensland and Queensland figures. Of note in this table is that North West region figures are approximately double those observed in North Queensland and Queensland. This region had the highest proportion of fatigue-related casualties in North Queensland.

Table 3.22 shows speed-related fatalities and hospitalisations that occurred as the result of a road traffic crash on North West region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland trends.

Table 3.22. Speed-related fatalities and hospitalisations in the North West region, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
North West	**9 (27.3%)**	**57 (12.9%)**
North Queensland	44 (17.6%)	303 (8.9%)
Queensland	243 (15.6%)	1,813 (7.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, a higher proportion of fatalities and hospitalisations in the North West region are speed-related when compared to North Queensland and Queensland figures. This region had the highest proportion of speed-related casualties in North Queensland. Of note in this table is that the proportion of speed-related fatalities in the North West region is almost double that for Queensland.

Table 3.23 outlines fatalities and hospitalisations that occurred on North West region roads between 1998 and 2002 where road or vehicle factors contributed to the crash, and compares these figures with those for North Queensland and Queensland.

Table 3.23. Road- and vehicle-related fatalities and hospitalisations in the North West region, 1998 to 2002 (percentage of totals in parentheses)

	Road-related		Vehicle-related	
	Fatalities	Hospital	Fatalities	Hospital
North West	**3 (9.1%)**	**62 (14.0%)**	**5 (15.2%)**	**70 (15.8%)**
North Queensland	9 (3.6%)	210 (6.2%)	14 (5.6%)	190 (5.6%)
Queensland	39 (2.5%)	794 (3.2%)	55 (3.5%)	894 (3.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

Road-related crashes are those where the road surface, gradient or quality were deemed to have contributed to the crash. Vehicle-related crashes are those where mechanical, external or other vehicle defects were deemed to have contributed to the crash. As can be seen in the table above, a higher proportion of fatalities and hospitalisations resulted from crashes on North West region roads where road or vehicle factors contributed to the crash when compared to North Queensland and Queensland figures. The North West region had the highest proportion of road- and vehicle-related casualties in North Queensland, and was the only North Queensland region to have vehicle-related casualty proportions greater than Queensland by a factor of approximately five.

Table 3.24 outlines restraint use of vehicle occupants by casualty severity (fatalities and hospitalisations only) in crashes that occurred on North West region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland.

Table 3.24. Restraint use in fatalities and hospitalisations in the North West region, 1998 to 2002 (percentage of totals in parentheses)

	North West		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Fitted – Worn	3 (9.1%)	194 (43.9%)	58 (23.2%)	1,582 (46.3%)	533 (34.3%)	13,277 (54.0%)
Fitted – Not Worn	8 (24.2%)	78 (17.6%)	43 (17.2%)	262 (7.7%)	203 (13.0%)	1,027 (4.2%)
Fitted – Unknown	11 (33.3%)	48 (10.9%)	42 (16.8%)	305 (8.9%)	202 (13.0%)	2,065 (8.4%)
Not Fitted	1 (3.0%)	13 (2.9%)	7 (2.8%)	66 (1.9%)	30 (1.9%)	271 (1.1%)
Unknown	4 (12.1%)	29 (6.6%)	25 (10.0%)	203 (5.9%)	121 (7.8%)	1,461 (5.9%)
Not Applicable	6 (18.2%)	80 (18.1%)	75 (30.0%)	996 (29.2%)	467 (30.0%)	6,503 (26.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, where restraint use was known and applicable, most vehicle occupants in fatalities in the North West region were not wearing restraints (if restraints were fitted), while most occupants in hospitalisations were wearing restraints. Restraint use in fatalities in the North West region was significantly lower than figures for North Queensland and Queensland. Restraint use in hospitalisations in the North West region was slightly lower than North Queensland, which was in turn lower than Queensland.

Table 3.25 outlines helmet use of bicycle and motorcycle riders by casualty severity (fatalities and hospitalisations only) in crashes that occurred on North West region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland.

Table 3.25. Helmet use in fatalities and hospitalisations in the North West region, 1998 to 2002 (percentage of totals in parentheses)

	North West		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Worn	0	47 (10.6%)	24 (9.6%)	653 (19.1%)	185 (11.9%)	3,729 (15.2%)
Not Worn	0	1 (0.2%)	3 (1.2%)	48 (1.4%)	23 (1.5%)	385 (1.6%)
Unknown	0	1 (0.2%)	1 (0.4%)	28 (0.8%)	17 (1.1%)	193 (0.8%)
Not Applicable	33 (100%)	393 (88.9%)	222 (88.8%)	2,685 (78.6%)	1,331 (85.5%)	20,297 (82.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, helmet use was not applicable to any fatalities in the North West region in the five year period from 1998 to 2002. However, where helmet use was known and applicable, most bicycle and motorcycle riders in hospitalisations in the North West region were wearing helmets. The proportion of riders wearing helmets in hospitalisations in the North West region was approximately half the proportion of those wearing helmets in North Queensland and much lower than the state figure.

Table 3.26 outlines the state of driver's licensure by crash severity for all fatal and hospitalisation crashes that occurred on North West region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland.

Table 3.26. Licensed state of drivers in North West region fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

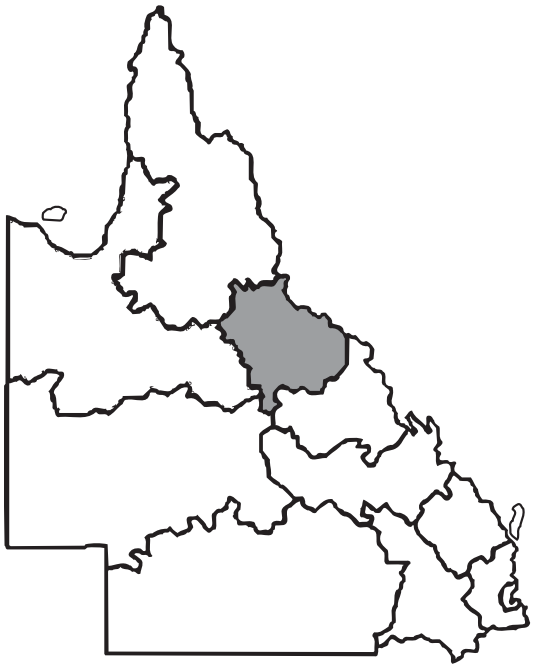
	North West		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Queensland	24 (72.7%)	289 (78.1%)	240 (83.9%)	3,221 (86.5%)	1,767 (88.9%)	26,667 (89.9%)
NSW	1 (3.0%)	18 (4.9%)	7 (2.4%)	78 (2.1%)	56 (2.8%)	685 (2.3%)
Victoria	0	7 (1.9%)	2 (0.7%)	49 (1.3%)	23 (1.2%)	338 (1.1%)
SA	0	3 (0.8%)	2 (0.7%)	24 (0.6%)	5 (0.3%)	85 (0.3%)
WA	0	1 (0.3%)	2 (0.7%)	17 (0.5%)	4 (0.2%)	71 (0.2%)
Tasmania	0	1 (0.3%)	0	10 (0.3%)	0	33 (0.1%)
NT	1 (3.0%)	5 (1.4%)	1 (0.3%)	17 (0.5%)	3 (0.2%)	52 (0.2%)
ACT	0	0	0	5 (0.1%)	0	44 (0.1%)
Federal	0	0	0	3 (0.08%)	0	7 (0.02%)
Overseas	2 (6.1%)	23 (6.2%)	12 (4.2%)	128 (3.4%)	32 (1.6%)	453 (1.5%)
Not applicable	0	1 (0.3%)	0	7 (0.2%)	2 (0.1%)	24 (0.08%)
Unknown	5 (15.2%)	22 (5.9%)	20 (7.0%)	165 (4.4%)	96 (4.8%)	1,200 (4.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table above, most drivers involved in fatal and hospitalisation crashes on North West region roads between 1998 and 2002 held Queensland Driver's Licences, although the proportion of Queensland Licence holders was approximately ten percent lower than the North Queensland and Queensland figures. The North West region had a higher proportion of drivers with overseas licences involved in fatal and hospitalisation crashes than North Queensland, which in turn had a proportion more than double that of Queensland.

Road traffic crash data for each Statistical Local Area of the North West region is included in Appendix C.

Section 4. Northern Region



This section will describe the Northern region in terms of demographics and the major indicators of the socio-economic climate, general health status, primary production, and access to health and other services. Road traffic crash statistics for the five-year period from 1998 to 2002 will also be outlined.

4.1 Demographics of the Northern Region

The Northern region (or statistical division) can be divided into three statistical subdivisions – Thuringowa City Part A, Townsville City Part A (both classified as urban for the Rural and Remote Road Safety Project) and Northern Balance (rural). Table 4.1 outlines estimated resident population and land area figures for the Northern region by statistical subdivision.

Table 4.1. Estimated resident population (as at June 30, 2001) and land area in the Northern region by statistical subdivision (percent of region in parentheses)

	Estimated resident population	Land area km^2	Persons per km^2
Thuringowa City Part A	45,469 (23.9%)	165.2 (0.2%)	275.2
Townsville City Part A	87,069 (45.8%)	289.2 (0.4%)	301.1
Northern Balance	57,632 (30.3%)	79,604.8 (99.4%)	0.7
Northern Region	190,170	80,059.2	2.4

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

The total land area of the Northern region is 80,059.2 square kilometres, which is 4.6% of the total area of Queensland, and 12.1% of the total area of North Queensland. The estimated resident population of the Northern region as at June 30, 2001 was 190,170 persons, which is 5.2% of the total estimated resident population of Queensland, and 41.9% of the total estimated resident population of North Queensland. These figures equate to 2.4 people per square kilometre in the Northern region, which is slightly higher than the state figure (2.1 people per square kilometre), and more than three times the figure for North Queensland (0.7 people per square kilometre).

The total land area of the Thuringowa City Part A statistical subdivision is 165.2 square kilometres, which is 0.2% of the total area of the Northern region, and 0.02% of the total area of North Queensland. The estimated resident population of Thuringowa City Part A as at June 30, 2001 was 45,469 persons, which is 23.9% of the estimated residential population of the Northern region, and 10.0% of the estimated resident population of North Queensland. These figures equate to 275.2 people per square kilometre, or more than 100 times the Northern region figure (2.4 per square kilometre) and almost 400 times the North Queensland figure (0.7 per square kilometre). As discussed previously, Thuringowa City Part A is excluded from the Rural and Remote Road Safety Research Project.

The total land area of the Townsville City Part A statistical subdivision is 289.2 square kilometres, which is 0.4% of the total area of the Northern region, and 0.04% of the total area of North Queensland. The estimated resident population of Townsville City Part A as at June 30, 2001 was 87,069 persons, which is 45.8% of the estimated residential population of the Northern region, and 19.2% of the estimated resident population of North Queensland. These figures equate to 301.1 people per square kilometre, or approximately 125 times the Northern region figure (2.4 per square kilometre) and more than 400 times the North Queensland figure (0.7 per square kilometre). As discussed previously, Townsville City Part A is excluded from the Rural and Remote Road Safety Research Project.

The total land area of Northern Balance is 79,604.8 square kilometres, which is 99.4% of the total area of the Northern region, and 12.0% of the total area of North Queensland. The estimated resident population of Northern Balance as at June 30, 2001 was 57,632 persons, which is 30.3% of the total estimated residential population of the Northern region, and 12.7% of the total estimated resident population of North Queensland. These figures equate to 0.7 people per square kilometre, which is less than one third of the Northern region figure (2.4 per square kilometre), but equal to the North Queensland figure. Each of the statistical subdivisions of the Northern region can be further broken down into statistical local areas (SLAs). Table 4.2 shows the statistical local areas of the three statistical subdivisions of the Northern region.

Table 4.2. Statistical local areas of the Northern region, by statistical subdivision

Thuringowa City Part A	Townsville City Part A		Northern Balance
Kelso	Aitkenvale	Murray	Burdekin
Kirwan	City	North Ward – Castle Hill	Charters Towers
Thuringowa Part A	Cranbrook	Oonoonba – Idalia – Cluden	Dalrymple
	Currajong	Pallarenda – Shelley Beach	Hinchinbrook ex. Palm Island
	Douglas	Pimlico	Hinchinbrook – Palm Island
	Garbutt	Railway Estate	Thuringowa Part B
	Gulliver	Rosslea	Townsville Part B
	Heatley	Rowes Bay – Belgian Gardens	
	Hermit Park	South Townsville	
	Hyde Park – Mysterton	Stuart – Roseneath	
	Magnetic Island	Vincent	
	Mt Louisa – Mt St John – Bohle	West End	
	Mundingburra	Wulguru	

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 4.3 outlines estimated resident population and land area figures for the statistical subdivision of Northern Balance, which is considered rural for the Rural and Remote Road Safety Research Project, by statistical local area.

Table 4.3. Estimated resident population (as at June 30, 2001) and land area in the Northern Balance statistical subdivision by statistical local area (percent of Northern Balance in parentheses)

	Estimated resident population	Land area km2	Persons per km2
Burdekin	18,749 (32.5%)	5,053.4 (6.3%)	3.7
Charters Towers	8,821 (15.3%)	42.0 (0.05%)	209.8
Dalrymple	3,483 (6.0%)	68,346.1 (85.9%)	0.1
Hinchinbrook (excl. Palm Island)	13,413 (23.3%)	2,811.3 (3.5%)	4.8
Hinchinbrook – Palm Island	2,252 (3.9%)	70.9 (0.09%)	31.8
Thuringowa Part B	7,213 (12.5%)	1,701.7 (2.1%)	4.2
Townsville Part B	3,701 (6.4%)	1,579.5 (2.0%)	2.3
Northern Balance	**57,632**	**79,604.8**	**0.7**

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Table 4.4 shows estimated resident population change (or growth) within the Northern region from June 30, 1996 to June 30, 2001, and compares these figures with North Queensland and Queensland.

Growth in the Northern region was similar to North Queensland figures, but slightly lower than Queensland figures. Growth in urban areas (Thuringowa City Part A and Townsville City Part A) was the same rate as the Queensland average, and was similar to the North Queensland average urban area growth. Rural area growth was very low, at half the rate of North Queensland average rural area growth.

Table 4.4. Estimated resident population and growth from 1996 to 2001 by urban and rural areas of the Northern region

	June 30 1996	June 30 2001	Total Change	Annual Avg. Change
Northern	179,037	190,170	6.2%	1.2%
Urban areas	122,415	132,538	8.3%	1.7%
Rural areas	56,622	57,632	1.8%	0.4%
North Queensland	425,750	454,230	6.7%	1.3%
Urban areas	229,109	249,327	8.8%	1.8%
Rural areas	196,641	204,903	4.2%	0.8%
Queensland Total	3,338,690	3,627,816	8.7%	1.7%

Source: Australian Bureau of Statistics, Regional Population Growth, 3218.0, 2000-2001

Since 2002, the Australian Bureau of Statistics has provided a list of Aboriginal and Torres Strait Islander Councils with Statistical Local Areas. However, there are no Aboriginal or Islander Councils within the Northern region.

Table 4.5 outlines the number of people in the Northern region who identify as Indigenous according to the 2001 Census of Population and Housing, by statistical subdivision. Indigenous persons are those who identify as Aboriginal, Torres Strait Islander, or both.

As can be seen in the table, approximately six percent of the population of the Northern region identify as Indigenous, which is lower than the average for North Queensland, but twice the state average. The proportion of Indigenous people in rural areas was more than in urban areas. Within urban areas, Thuringowa City Part A had a slightly higher proportion of Indigenous population than Townsville City Part A. There was little difference in Indigenous status between the sexes.

Table 4.5. Indigenous population of the Northern region by statistical subdivision (percent of total population excluding overseas visitors in parentheses)

	Males	Females	Total Persons
Northern	5,689 (6.0%)	5,908 (6.3%)	11,597 (6.1%)
Thuringowa City Part A	1,263 (5.9%)	1,395 (6.3%)	2,658 (6.1%)
Townsville City Part A	2,178 (4.8%)	2,305 (5.2%)	4,483 (5.0%)
Urban areas total	3,441 (5.2%)	3,700 (5.6%)	7,141 (5.4%)
Northern Balance	2,248 (7.9%)	2,208 (8.1%)	4,456 (8.0%)
North Queensland	24,229 (10.4%)	24,769 (11.1%)	48,998 (10.8%)
Urban areas	7,554 (6.1%)	8,406 (6.8%)	15,960 (6.4%)
Rural areas	16,675 (15.5%)	16,363 (16.6%)	33,038 (16.0%)
Queensland Total	55,548 (3.1%)	57,224 (3.2%)	112,772 (3.1%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 4.6 outlines gender in the Northern region according to the 2001 Census of Population and Housing, by statistical subdivision, and compares these figures to North Queensland and Queensland. Overseas visitors are excluded from these figures.

As can be seen in the table, in the Northern region there are slightly more males than females, consistent with the trend in North Queensland. This trend was observed within urban and rural areas, although in Thuringowa City Part A there were slightly more females than males, consistent with Queensland figures.

Table 4.6. Gender in the Northern region by statistical subdivision and urban and rural areas (percent in parentheses)

	Males	Females
Northern	95,314 (50.5%)	93,353 (49.5%)
Thuringowa City Part A	21,588 (49.2%)	22,261 (50.8%)
Townsville City Part A	45,167 (50.7%)	43,987 (49.3%)
Urban areas total	66,755 (50.2%)	66,248 (49.8%)
Northern Balance	28,559 (51.3%)	27,105 (48.7%)
North Queensland	231,876 (51.0%)	223,124 (49.0%)
Urban areas	124,019 (50.0%)	124,285 (50.0%)
Rural areas	107,857 (52.2%)	98,839 (47.8%)
Queensland Total	1,775,554 (49.5%)	1,810,085 (50.5%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 4.7 outlines the age of people in the Northern region according to the 2001 Census of Population and Housing, by statistical subdivision. Overseas visitors are excluded from these figures.

As can be seen in the table, approximately one quarter of the population of the Northern region was under 17 years of age. However, there were some discrepancies between statistical subdivisions, as the proportion of the Northern Balance under 17 was approximately one quarter, while in Thuringowa City Part A the figure was over 30%, and in Townsville City Part A just over 20%.

The next largest age groups in the Northern region, Thuringowa City Part A and Townsville City Part A were 30 – 39, 40 – 49 and 50 – 59 years. In the Northern Balance statistical subdivision, the groups were 40 – 49, 30 – 39 and 50 – 59 years. In general, the two urban statistical subdivisions had a higher proportion of the population in the age groups of 17 – 20, 21 – 24 and 25 – 29 years than Northern Balance, and similarly less people in the older age groups.

Table 4.7. Age in the Northern region by statistical subdivision (percent in parentheses)

	Thuringowa City Part A	Townsville City Part A	Northern Balance	Northern
Under 17 years	13,962 (31.8%)	19,324 (21.7%)	14,614 (26.3%)	47,800 (25.3%)
17 – 20 years	2,688 (6.1%)	6,932 (7.8%)	2,627 (4.7%)	12,247 (6.5%)
21 – 24 years	2,457 (5.6%)	6,474 (7.3%)	2,260 (4.1%)	11,191 (5.9%)
25 – 29 years	3,604 (8.2%)	7,630 (8.6%)	3,310 (5.9%)	14,544 (7.7%)
30 – 39 years	7,259 (16.6%)	13,207 (14.8%)	7,640 (13.7%)	28,106 (14.9%)
40 – 49 years	6,245 (14.2%)	12,274 (13.8%)	7,951 (14.3%)	26,470 (14.0%)
50 – 59 years	4,246 (9.7%)	9,678 (10.9%)	6,940 (12.5%)	20,864 (11.1%)
60 – 69 years	1,888 (4.3%)	6,381 (7.2%)	5,363 (9.6%)	13,632 (7.2%)
70 – 79 years	1,095 (2.5%)	4,912 (5.5%)	3,470 (6.2%)	9,477 (5.0%)
80 years and over	507 (1.2%)	2,343 (2.6%)	1,491 (2.7%)	4,336 (2.3%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

Table 4.8 shows the region of birth for those people who reside in Australia and appropriately responded to this item in the 2001 Census of Population and Housing, by statistical subdivision of the Northern region.

The Oceania and Antarctica region includes Australia, Oceania and Antarctica. The North-West Europe region includes the United Kingdom, Ireland, Western Europe and Northern Europe. The North-East Asia region includes Chinese Asia, Mongolia, Japan and the Koreas. The Americas region includes Northern America, South America, Central America and the Caribbean. The Sub-Saharan Africa region includes Central and West Africa, and Southern and East Africa.

Table 4.8. Birthplace by region in the Northern region by statistical subdivision (percent in parentheses)

	Thuringowa City Part A	Townsville City Part A	Northern Balance	Northern
Oceania and Antarctica	38,786 (92.9%)	75,597 (89.8%)	49,122 (92.4%)	163,505 (91.3%)
North-West Europe	1,887 (4.5%)	4,786 (5.7%)	1,763 (3.3%)	8,436 (4.7%)
Southern & Eastern Europe	245 (0.6%)	936 (1.1%)	1,665 (3.1%)	2,846 (1.6%)
North Africa & Middle East	25 (0.06%)	124 (0.1%)	21 (0.04%)	170 (0.09%)
South-East Asia	385 (0.9%)	1,000 (1.2%)	244 (0.5%)	1,629 (0.9%)
North East Asia	62 (0.1%)	363 (0.4%)	52 (0.1%)	474 (0.3%)
Southern and Central Asia	55 (0.1%)	230 (0.3%)	35 (0.07%)	317 (0.2%)
Americas	180 (0.4%)	669 (0.8%)	144 (0.3%)	989 (0.6%)
Sub-Saharan Africa	139 (0.3%)	491 (0.6%)	109 (0.2%)	739 (0.4%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table, approximately 90% of the Northern region population were born in the Oceania and Antarctica region, which includes Australia. The next most common birthplaces in the Northern region and Northern Balance were the North-West Europe region, which includes the United Kingdom, followed by the Southern and Eastern Europe and South-East Asia regions. The next most common in the two urban areas were North-West Europe, followed by the South-East Asia and Southern and Eastern Europe regions.

Table 4.9 outlines household types in the Northern region by number of persons usually resident, family and non-family households, and lone person and group households. Family households are those where the occupants are related to each other, for example parents and children, or living together as a family unit, such as couples, stepfamilies and foster families. Non-family households are those where the occupants are unrelated co-tenants, such as students living in share houses.

Table 4.9. Household type by number of persons usually resident and family and non-family households in the Northern region (percent of total households in parentheses)

Number of persons	Family Households	Non-Family Households	
		Lone person	Group
One	N/A	13,993 (21.9%)	N/A
Two	19,534 (30.5%)	N/A	2,178 (3.4%)
Three	10,287 (16.1%)	N/A	598 (0.9%)
Four	10,069 (15.7%)	N/A	164 (0.3%)
Five	4,844 (7.6%)	N/A	39 (0.06%)
Six or more	2,308 (3.6%)	N/A	11 (0.02%)
Total	**47,042 (73.5%)**	**13,993 (21.9%)**	**2,990 (4.7%)**

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table, almost three quarters of the 64,025 households in the Northern region are family households. The most common number of people living in family households is two, followed by three and four. More than one in five households in the Northern region are lone person households, while less than five percent are group non-family households. Approximately 88% of Northern region households have four or less people.

There was some variation between the statistical subdivisions of the Northern region. Thuringowa City Part A and Northern Balance had relatively high proportions of family households (84.8% and 75.8% respectively) compared to 67.0% in Townsville City Part A. As a result, these regions had less than three percent of households classified as non-family group, while seven percent of Townsville City Part A households received this classification.

Table 4.10 outlines the highest level of primary or secondary schooling completed by Northern region respondents aged 15 years and over, by statistical subdivision. These figures exclude overseas visitors.

Table 4.10. Highest level of schooling achieved by persons over 15 years (excluding overseas visitors) in the Northern region (percentage in parentheses)

	Thuringowa City Part A	Townsville City Part A	Northern Balance	Northern
Year 8 or below	2,334 (7.4%)	6,634 (9.2%)	6,861 (16.0%)	15,829 (10.8%)
Year 9 or equiv.	1,974 (6.3%)	3,898 (5.4%)	3,409 (8.0%)	9,281 (6.3%)
Year 10 or equiv.	10,421 (33.1%)	18,425 (25.5%)	13,906 (32.4%)	42,752 (29.2%)
Year 11 or equiv.	2,949 (9.4%)	5,539 (7.7%)	3,104 (7.2%)	11,592 (7.9%)
Year 12 or equiv.	10,803 (34.3%)	30,183 (41.8%)	10,883 (25.4%)	51,869 (35.4%)
Still at school	1,235 (3.9%)	1,978 (2.7%)	1,514 (3.5%)	4,727 (3.2%)
Didn't go to school	122 (0.4%)	281 (0.4%)	280 (0.7%)	683 (0.5%)
Not stated	1,652 (5.3%)	5,257 (7.3%)	2,913 (6.8%)	9,822 (6.7%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As Table 4.10 shows, more than one third of people over 15 years of age in the Northern region had completed Year 12 or its equivalent. The next most common level of schooling achieved was Year 10 or its equivalent. This trend was also observed within the two urban statistical subdivisions of Thuringowa City Part A and Townsville City Part A.

However, the most common level of schooling achieved in Northern Balance was Year 10 or its equivalent, followed by Year 12 or its equivalent. Northern Balance also had a much higher proportion of people who had completed Year 8 or below than the other statistical subdivisions or the region as a whole. Townsville City Part A had the highest proportion of people who had completed Year 12 or its equivalent.

Table 4.11. Non-school qualifications of people over 15 (excluding overseas visitors) in the Northern region (percent in parentheses)

	Northern	Queensland	Australia
Postgraduate Degree	1,775 (1.2%)	38,740 (1.4%)	269,042 (1.8%)
Graduate Diploma & Graduate Certificate	1,272 (0.9%)	31,775 (1.1%)	203,928 (1.4%)
Bachelor Degree	11,026 (7.5%)	235,113 (8.3%)	1,445,943 (9.7%)
Advanced Diploma & Diploma	6,810 (4.6%)	156,001 (5.5%)	892,359 (6.0%)
Certificate	24,161 (16.5%)	451,525 (16.0%)	2,341,941 (15.8%)
Not stated	14,769 (10.1%)	305,262 (10.8%)	1,703,483 (11.5%)
Not applicable	86,742 (59.2%)	1,604,681 (56.8%)	8,000,078 (53.8%)

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in Table 4.11, the most common higher level of qualification in Australia is a Certificate, followed by Bachelor Degrees and Advanced Diplomas and Diplomas. This trend was also observed within the Northern region. The proportion of people with Certificate qualifications in the Northern region was similar to the figures for Queensland and Australia, while the proportions of people in the Northern region with Bachelor Degrees and Advanced Diplomas and Diplomas were slightly lower than the state and country figures.

When Northern region figures were analysed by statistical subdivision, there were slight differences. The proportion of people in Thuringowa City Part A with Certificates was higher than figures in the other statistical subdivisions, the region, state and country. The proportion of people in Townsville City Part A with Bachelor Degrees was higher than figures in the other statistical subdivisions, the region and the state, but similar to the Australian figure. The proportions of people in Northern Balance with Bachelor Degrees and Associate Diplomas and Diplomas were much lower than figures in the other statistical subdivisions, the region, state and country.

4.2 Socio-economics of the Northern Region

Table 4.12 shows employment characteristics of the Northern region by statistical subdivision. The total labour force figures are the sum of those working full-time, part-time, not stated employment, and unemployed.

Table 4.12. Employment characteristics of the Northern region by statistical subdivision (percent of total labour force in parentheses)

	Thuringowa City Part A	Townsville City Part A	Northern Balance	Northern	North Qld
Full-time	12,899 (59.4%)	27,258 (60.1%)	15,753 (62.9%)	55,910 (60.7%)	131,984 (59.8%)
Part-time	6,489 (29.9%)	12,953 (28.6%)	6,755 (27.0%)	26,197 (28.4%)	65,487 (29.7%)
Not stated	588 (2.7%)	1,163 (2.6%)	929 (3.7%)	2,680 (2.9%)	6,592 (3.0%)
Total employed	19,976 (92.0%)	41,374 (91.2%)	23,437 (93.5%)	84,787 (92.0%)	204,063 (92.5%)
Unemployed	1,731 (8.0%)	3,986 (8.8%)	1,619 (6.5%)	7,336 (8.0%)	16,610 (7.5%)
Not in labour force	8,909	23,759	16,308	48,976	114,177

Source: Australian Bureau of Statistics, 2001 Census of Population and Housing

As can be seen in the table, the unemployment rate in the Northern region in 2001 was slightly higher than the North Queensland average of 7.5%. Within the Northern region, the two urban statistical subdivisions had higher unemployment rates than Northern Balance. Approximately 60% of people in the labour force were working full-time, although this figure was slightly higher in Northern Balance. Approximately 30% of the labour force was in part-time employment, although this figure was slightly lower in Northern Balance.

Table 4.13 outlines the mean taxable income of taxpayers in the Northern region for financial year 1998-1999. This figure is compared to Queensland.

Table 4.13. Mean taxable income of taxpayers in the Northern region, 1998-1999

	Mean taxable income
Northern	$33,136
Queensland	$32,358

Source: Office of Economic and Statistical Research, Regional Profiles June 2001

As can be seen in the table above, the average taxable income for taxpayers in Queensland for the financial year 1998-1999 was $32,358. The Northern region figure was 2.4% higher than the state average. Within the Northern region, the local government area with the highest average taxable income was Townsville City with $34,486, while the lowest was Hinchinbrook Shire with $29,775.

4.3 Health in the Northern Region

The tables in this section include information that is collected by Queensland Health, who provides this information to the Office of Economic and Statistical Research. The Office of Economic and Statistical Research maintain the QRSIS (Queensland Regional Statistical Information System) database, where the data presented in this section was extracted from by project staff.

Table 4.14 outlines the number of health facilities by type in the Northern region for financial year 1999/00. Information regarding the number of public hospital beds is also tabled.

As the table shows, six percent of Queensland's 10,081 hospital beds were in hospitals in the Northern region in 1999/00, which equates to 35.1% of hospital beds in North Queensland.

Table 4.14. Health facilities by type in the Northern region 1999/00

	Northern	North Qld	Qld
Public facilities:			
Hospital beds	604	1,719	10,081
Hospital – acute outpost	1	27	51
Hospital – acute other	10	50	156
Psychiatric resident facilities	2	2	11
Nursing home for aged	2	2	23
Young disabled nursing home	0	0	4
Community health facilities	27	82	245
Pathology laboratory	3	5	26
Community mental health facilities	3	5	63
Child / adol. community health facilities	6	14	61
Regional Health Authority – Qld Health	0	0	1
Private facilities:			
Licensed day centre/hospital	1	3	26
Licensed hospital – acute	2	3	52
Nursing home for aged (non profit)	5	12	98
Nursing home for aged (profit)	0	1	73
Young disabled nursing home	2	2	10
Hostel for aged (non profit)	2	7	34
Pathology laboratory	0	2	17
Other health facilities	11	19	92
Total facilities	**77**	**236**	**1,017**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

Table 4.15 outlines the number of hospital separations in the Northern region for financial year 1998/99 by patient condition. Symptoms, signs, and ill-defined conditions and other health factors are not listed separately, but are included in the total figures.

Table 4.15. Hospital separations in the Northern region in 1998/99 by condition (rate per 100,000 age specific population in parentheses)

	Northern	Queensland
Diseases of the digestive system	8,962 (4,721.8)	134,275 (3,822.9)
Injury and poisoning	4,417 (2,305.4)	88,506 (2,560.4)
Neoplasms	4,001 (2,190.4)	81,632 (2,298.8)
Diseases of the circulatory system	4,259 (2,361.6)	78,966 (2,203.3)
Complications of pregnancy, childbirth, etc	4,351 (2,239.7)	76,822 (2,347.7)
Diseases of the genitourinary system	4,129 (2,160.7)	66,683 (1,905.1)
Diseases of the respiratory system	3,377 (1,780.4)	60,881 (1,760.0)
Diseases of nervous system and sense organs	4,006 (2,185.3)	57,742 (1,637.0)
Diseases of musculoskeletal system	3,018 (1,592.0)	50,860 (1,440.1)
Mental disorders	1,309 (676.6)	42,272 (1,206.5)
Diseases of skin and subcutaneous tissue	1,640 (889.2)	20,559 (588.5)
Infectious and parasitic diseases	985 (505.4)	15,207 (444.7)
Endocrine, nutrition, metabolic and immunity	710 (373.5)	13,416 (382.2)
Diseases of blood and blood organs	567 (310.5)	12,014 (338.2)
Certain conditions – perinatal period	495 (244.9)	8,215 (249.1)
Congenital anomalies	295 (147.3)	6,135 (181.9)
Total	**60,294 (32,117.7)**	**1,085,930 (31,107.2)**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

As can be seen in the table, there were more than one million hospital separations in Queensland in 1998/99, and more than 60,000 in the Northern region. The most common condition in patients in both the Northern region and Queensland hospitals was diseases of the digestive system. The next most common condition in the Northern region was diseases of the circulatory system, followed by injury and poisoning. There were some slight differences between the Northern region and the state totals.

There were slightly higher rates of hospital separations per 100,000 age specific population due to diseases of the digestive system, diseases of the genitourinary system, diseases of the nervous system and sense organs and diseases of the skin and subcutaneous tissue in the Northern region than Queensland. Furthermore, there were lower rates of hospital separations due to injury and poisoning, and mental disorders in the Northern region than Queensland, where the rate of mental disorders in the Northern region was just over half that observed in Queensland.

Table 4.16 outlines the causes of death in the Northern region for the three years to 1998, by patient condition. The data presented in this table is based on information Queensland Health collect and provide to the Office of Economic and Statistical Research, who maintain the QRSIS database.

As can be seen in the table, there were more than 21,000 deaths in Queensland in the three years to 1998, and 1,200 in the Northern region. The most common cause of death in both the Northern region and Queensland was diseases of the circulatory system, followed by neoplasms.

There were some slight differences between the Northern region and the state totals, however. There were slightly higher rates of deaths in the Northern region than Queensland due to all conditions except diseases of nervous system and sense organs, congenital anomalies, diseases of blood and blood organs, diseases of skin and subcutaneous tissue and complications of pregnancy and childbirth, where rates were similar.

Table 4.16. Cause of death in the Northern region in three years to 1998 by condition (rate per 100,000 age specific population in parentheses)

	Northern	Queensland
Diseases of the circulatory system	443 (258)	8,706 (241)
Neoplasms	331 (193)	5,875 (169)
Diseases of the respiratory system	110 (64)	1,910 (53)
Injury and poisoning	108 (58)	1,462 (43)
Diseases of the digestive system	37 (21)	649 (18)
Endocrine, nutrition, metabolic and immunity	43 (25)	636 (18)
Mental disorders	31 (18)	448 (12)
Diseases of nervous system and sense organs	20 (11)	416 (12)
Diseases of the genitourinary system	22 (13)	378 (10)
Infectious and parasitic diseases	14 (8)	212 (6)
Certain conditions – perinatal period	12 (6)	128 (4)
Congenital anomalies	9 (4)	127 (4)
Diseases of musculoskeletal system	11 (6)	123 (3)
Diseases of blood and blood organs	2 (1)	63 (2)
Diseases of skin and subcutaneous tissue	2 (1)	29 (1)
Complications of pregnancy, childbirth, etc	0	2 (0)
Symptoms, signs, and ill-defined conditions	5 (2)	107 (3)
Total	**1,200 (691)**	**21,271 (599)**

Source: Queensland Health (QRSIS database maintained by the Office of Economic and Statistical Research)

4.4 Crime in the Northern Region

Table 4.17 outlines crime statistics for the Northern region. Figures are recorded offences for financial year 2000/01 that were collected by the Queensland Police Service and analysed by the Office of Economic and Statistical Research. North Queensland figures were calculated by summing the totals for the three regions. Rates for North Queensland were not possible to calculate.

Table 4.17. Crime statistics for the Northern region 2000/01 (rate of offences per 100,000 population in parentheses)

	Northern	North Qld	Queensland
Offences against the person	1,899 (938)	6,498	31,489 (866)
Offences against property	17,461 (8,623)	37,641	313,516 (8,626)
Other offences	7,906 (3,905)	25,661	108,349 (2,981)

Source: Office of the Government Statistician, Crime and Social Profiles Local Crime Areas 2000-01

As can be seen in the table above, in 2000/01, the Northern region accounted for 6.0% of all offences against the person in Queensland, and 29.2% of those in North Queensland. This region accounted for 5.6% of all offences against property in Queensland, and 46.4% of those in North Queensland, as well as 7.3% of all other offences in Queensland, and 30.8% of those in North Queensland. For offences against the person and other offences, the rate in the Northern region was higher than that for all of Queensland, while the rate of offences against property in the Northern region was similar to the state figure.

There was a small crime area within the Northern region (Townsville) with a higher than expected rate of offences against property (11,959 offences per 100,000 population).

4.5 Primary Means of Production in the Northern Region

The Northern region contributes over 11.1% of the gross value of agricultural commodities produced in Queensland, including sugar, beef and horticultural crops such as tomatoes and mangoes. It is the largest producer of sugar cane cut for crushing with six sugar mills in the Herbert / Burdekin district and the Victoria Mill at Ingham, which is the largest in Australia and one of the largest in the world. The region is also a major producer of a number of vegetables and fruits. The mining industry makes a major contribution to the region's economic growth predominantly through coal and gold resources. Nickel, cobalt, copper and zinc refineries also add considerable value. Tourism is an expanding industry in North Queensland. The Great Barrier Reef, Hinchinbrook Island and Magnetic Island are major sites.

The total gross value of agricultural production in the Northern region for the year ended March 2000 was $446.9 million, representing 6.6% of the Queensland total. Crops comprised 81.1% of the total value of agricultural production in the Northern region. The local government area with the largest total value of agricultural production was Burdekin Shire ($289.7 million), followed by Hinchinbrook Shire ($61.4 million) and Dalrymple Shire ($38.8 million).

The value of agricultural crop production was largest in Burdekin Shire ($278.3 million) and Hinchinbrook Shire ($56.8 million). The value of livestock disposals was largest in Dalrymple Shire ($36.3 million), Charters Towers City ($20.3 million) and Burdekin Shire ($11.4 million). Thuringowa City made the largest contribution to the value of livestock products ($2.2 million).

The Northern region (including Bowen Shire) contributed 9.7% ($754.1 million) of Queensland's total value of production of minerals in 2000/01 ($7,793.8 million). The most valuable mineral mined in the Northern region in 2000/01 was black coal ($412.5 million or 6.7% of Queensland's total value of production of this mineral), followed by gold bullion ($267.5 million or 59.9% of the state's value). In addition, the region produced $67.7 million of copper concentrate (5.9 per cent of the state's value).

4.6 Road Traffic Crashes in the Northern Region

There were 4,834 road traffic crashes on Northern region roads between 1998 and 2002, which was 38.3% of all North Queensland crashes. These crashes posed a cost of $252,180,000 to the community, or 36.5% of the total social cost of crashes in North Queensland. These crashes resulted in 3,698 casualties, which was 38.6% of the total number of casualties in North Queensland. Table 4.18 outlines the severity of the casualties (by statistical subdivision) in the Northern region, and compares the figures to those for North Queensland. Only casualties resulting from fatal and hospitalisation crashes are listed separately, while the total casualties includes those from fatal, hospitalisation, medical treatment and minor injury crashes.

Table 4.18. Casualties by severity and statistical subdivision in the Northern region, 1998 to 2002 (percentage of North Queensland in parentheses)

	Fatalities	Hospitalisations	Total Casualties
Northern	87 (34.8%)	1,199 (35.1%)	3,698 (38.6%)
Thuringowa City Part A	9 (3.6%)	138 (4.0%)	461 (4.8%)
Townsville City Part A	19 (7.6%)	561 (16.4%)	1,927 (20.1%)
Northern Balance	59 (23.6%)	500 (14.6%)	1,310 (13.7%)
North Queensland	250	3,414	9,585

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table above, almost 40% of all casualties in North Queensland were the result of crashes on Northern region roads.

Approximately 25% of North Queensland casualties were the result of crashes on Thuringowa and Townsville (urban) roads, and this figure fell to approximately 11 and 20% for fatalities and hospitalisations respectively. Approximately 14% of North Queensland casualties and hospitalisations were the result of crashes on Northern Balance (rural) roads, and this figure rose to almost one quarter for fatalities.

Table 4.19 outlines the road user type of all fatalities and hospitalisations that resulted from road traffic crashes on Northern region roads between 1998 and 2002. As can be seen in the table, the largest proportion of road users for all casualty severity categories in the Northern region were drivers.

Table 4.19. Fatalities and hospitalisations in the Northern region by road user type, 1998 to 2002 (percentage of totals in parentheses)

	Driver	Passenger	Pedestrian	Motorcycle		Bicycle rider
				Rider	Pillion	
Thuringowa City Part A						
Fatalities	4 (44.4%)	4 (44.4%)	1 (11.1%)	0	0	0
Hospitalisations	48 (34.8%)	32 (23.2%)	10 (7.2%)	35 (25.4%)	0	13 (9.4%)
Total Casualties	211 (45.8%)	110 (23.9%)	28 (6.1%)	64 (13.9%)	3 (0.7%)	45 (9.8%)
Townsville City Part A						
Fatalities	6 (31.6%)	2 (10.5%)	7 (36.8%)	2 (10.5%)	0	2 (10.5%)
Hospitalisations	221 (39.5%)	105 (18.8%)	53 (9.5%)	120 (21.4%)	7 (1.3%)	54 (9.6%)
Total Casualties	852 (44.3%)	449 (23.3%)	110 (5.7%)	262 (13.6%)	18 (0.9%)	232 (12.1%)
Northern Balance						
Fatalities	24 (40.7%)	23 (39.0%)	4 (6.8%)	5 (8.5%)	0	3 (5.1%)
Hospitalisations	266 (53.2%)	153 (30.6%)	26 (5.2%)	47 (9.4%)	3 (0.6%)	5 (1.0%)
Total Casualties	701 (53.5%)	439 (33.5%)	53 (4.0%)	86 (6.6%)	6 (0.5%)	25 (1.9%)
Northern Region						
Fatalities	34 (39.1%)	29 (33.3%)	12 (13.8%)	7 (8.0%)	0	5 (5.7%)
Hospitalisations	535 (44.7%)	290 (24.2%)	89 (7.4%)	202 (16.9%)	10 (0.8%)	72 (6.0%)
Total Casualties	1,764 (47.8%)	998 (27.0%)	191 (5.2%)	412 (11.1%)	27 (0.7%)	302 (8.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

In urban areas of the Northern region (Thuringowa City Part A and Townsville City Part A), the most common road user type for all casualty types was drivers. In Thuringowa City Part A, the most common road user type for fatalities was drivers and passengers, although this was a very small sample. In Townsville City Part A, the most common road user type for fatalities was pedestrians, followed by drivers, although again the sample size was small. In Northern Balance, the most common road user type for all casualty severity categories was drivers, followed by passengers. However, there were slightly higher proportions of drivers in Northern Balance than the urban areas.

Table 4.20 shows the nature of crash resulting in fatalities and hospitalisations in the Northern region between 1998 and 2002 by statistical subdivision.

Table 4.20. Fatalities and hospitalisations in the Northern region by nature of crash, 1998 to 2002

	Thuringowa City Part A		Townsville City Part A		Northern Balance		Northern	
	Fatal	**Hosp.**	**Fatal**	**Hosp.**	**Fatal**	**Hosp.**	**Fatal**	**Hosp.**
Hit parked vehicle	1	5	1	25	0	5	2	35
Angle	0	53	3	216	8	102	11	371
Rear-end	0	15	0	94	3	19	3	128
Head-on	5	7	0	14	15	36	20	57
Sideswipe	0	4	0	27	4	19	4	50
Hit fixed obstruction or temporary object	2	28	5	92	10	133	17	253
Overturned	0	3	2	9	12	119	14	131
Fall from moving vehicle	0	2	1	8	1	8	2	18
Motor or pedal cycle overturn, fall or drop	0	7	1	22	1	12	2	41
Hit pedestrian	1	10	6	53	4	26	11	89
Hit animal	0	3	0	1	0	16	0	20
Collision – misc.	0	0	0	0	0	3	0	3

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

As can be seen in the table, the most common nature of crash resulting in a fatality in Thuringowa City Part A, Northern Balance and the Northern region as whole was head-on collisions. For Townsville City Part A, however, the most common nature of crash resulting in a fatality was hit fixed obstruction or temporary object, which is consistent with North Queensland and Queensland trends. The most common nature of crash resulting in a hospitalisation in Thuringowa City Part A, Townsville City Part A and the Northern region as a whole was angle, which is consistent with North Queensland and Queensland trends. For Northern Balance, the most common nature of crash resulting in a hospitalisation was hitting a fixed obstruction or temporary object.

Table 4.21 shows alcohol-related fatalities and hospitalisations that occurred as the result of a road traffic crash on Northern region roads between 1998 and 2002 by statistical subdivision, and compares these figures to North Queensland and Queensland trends.

Table 4.21. Alcohol-related fatalities and hospitalisations in the Northern region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	**Hospitalisations**
Thuringowa City Part A	2 (22.2%)	27 (19.6%)
Townsville City Part A	7 (36.8%)	100 (17.8%)
Urban areas	9 (32.1%)	127 (18.2%)
Northern Balance	8 (13.6%)	86 (17.2%)
Northern	**17 (19.5%)**	**213 (17.8%)**
North Queensland	82 (32.8%)	605 (17.7%)
Queensland	477 (30.7%)	3,612 (14.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, a lower proportion of fatalities in the Northern region are alcohol-related when compared to North Queensland and Queensland figures. The highest proportion of alcohol-related fatalities was observed in the Townsville City Part A statistical subdivision, with more than one third of fatalities deemed alcohol-related in this statistical subdivision. The Northern Balance statistical subdivision had the lowest proportion of alcohol-related fatalities in the North region, which was lower than the overall proportion for the region, and approximately half that of North Queensland and Queensland. The Northern region was the only region in North Queensland to have a lower proportion of alcohol-related fatalities than Queensland.

The Thuringowa City Part A statistical subdivision had the highest proportion of alcohol-related hospitalisations in the Northern region, with almost one in five hospitalisations the result of alcohol-related crashes. The other statistical subdivisions had proportions similar to North Queensland, while all three statistical subdivisions of the Northern region had proportions of alcohol-related hospitalisations that were lower than the proportion observed in Queensland. Of note in this table is that although the proportion of alcohol-related hospitalisations was similar for rural and urban areas, the urban areas of the Northern region (Thuringowa City Part A and Townsville City Part A) had a proportion of alcohol-related fatalities that was more than double that for rural areas (Northern Balance).

Table 4.22 shows fatigue-related fatalities and hospitalisations that occurred as the result of a road traffic crash on Northern region roads between 1998 and 2002 by statistical subdivision, and compares these figures to North Queensland and Queensland trends.

Table 4.22. Fatigue-related fatalities and hospitalisations in the Northern region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	**Hospitalisations**
Thuringowa City Part A	4 (44.4%)	6 (4.3%)
Townsville City Part A	0	6 (1.1%)
Urban areas	4 (14.3%)	12 (1.7%)
Northern Balance	11 (18.6%)	97 (19.4%)
Northern	**15 (17.2%)**	**109 (9.1%)**
North Queensland	43 (17.2%)	388 (11.4%)
Queensland	203 (13.0%)	2,125 (8.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

As can be seen in the table, the proportion of fatigue-related fatalities in the Northern region was equal to that for North Queensland, but higher than that for Queensland. Thuringowa City Part A had the highest proportion of fatigue-related fatalities in the region (44.4%), although the sample size in this statistical subdivision is quite small. There were no fatigue-related fatalities in Townsville City Part A. The proportion of fatigue-related fatalities in rural areas of the Northern region (Northern Balance) was higher than for the urban areas (Thuringowa City Part A and Townsville City Part A), North Queensland and Queensland.

The proportion of fatigue-related hospitalisations in the Northern region was slightly lower than that for North Queensland, but slightly higher than the Queensland figure. The highest proportion of fatigue-related hospitalisations was observed in the Northern Balance statistical subdivision, with almost one in five hospitalisations deemed fatigue-related in this statistical subdivision. Of note in this table is that the Northern region had the lowest proportion of fatigue-related hospitalisations in North Queensland, even though the proportion of fatigue-related hospitalisation in rural areas in the Northern region was more than double that for the state.

Table 4.23 shows speed-related fatalities and hospitalisations that occurred as the result of a road traffic crash on Northern region roads between 1998 and 2002 by statistical subdivision, and compares these figures to North Queensland and Queensland trends.

As can be seen in the table, a slightly lower proportion of fatalities in the Northern region are speed-related when compared to North Queensland figures, although the proportion is higher than that for Queensland. The highest proportion of speed-related fatalities was observed in the Townsville City Part A statistical subdivision, with almost one third of fatalities deemed speed-related in this statistical subdivision. The urban areas of the Northern region (Thuringowa City Part A and Townsville City Part A) had a proportion of speed-related fatalities that was almost double that for the rural areas (Northern Balance). The proportion of hospitalisations that were speed-related in the Northern region was higher than that observed in North Queensland and Queensland. Northern Balance had the highest proportion of speed-related hospitalisations in the Northern region.

Table 4.23. Speed-related fatalities and hospitalisations in the Northern region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Thuringowa City Part A	1 (11.1%)	6 (4.3%)
Townsville City Part A	6 (31.6%)	46 (8.2%)
Urban areas	7 (25.0%)	52 (7.4%)
Northern Balance	8 (13.6%)	62 (12.4%)
Northern	**15 (17.2%)**	**114 (9.5%)**
North Queensland	44 (17.6%)	303 (8.9%)
Queensland	243 (15.6%)	1,813 (7.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

Table 4.24 outlines fatalities and hospitalisations that occurred on Northern region roads between 1998 and 2002 where road or vehicle factors contributed to the crash, by statistical subdivision, and compares these figures with those for North Queensland and Queensland. Road-related crashes are those where the road surface, gradient or quality were deemed to have contributed to the crash. Vehicle-related crashes are those where mechanical, external or other vehicle defects were deemed to have contributed to the crash.

As can be seen in the table below, a lower proportion of fatalities and hospitalisations resulted from crashes on Northern region roads where road factors contributed to the crash when compared to North Queensland and Queensland figures. There were no road-related fatalities in the Northern region in the five-year period from 1998 to 2002, approximately half the proportion of road-related hospitalisations than that observed in North Queensland, and a lower proportion of road-related hospitalisations than that observed in Queensland. The proportion of road-related hospitalisations in rural areas (Northern Balance) was more than five times that of the urban areas of the Northern region (Thuringowa City Part A and Townsville City Part A). The Northern region was the only region in North Queensland to have lower road-related casualty figures than Queensland. The Northern region had a similar proportion of vehicle-related casualties to Queensland, but these figures were lower than those for North Queensland. The Northern Balance statistical subdivision was the only area with any vehicle-related fatalities in this region. The Northern Balance statistical subdivision also had a proportion of vehicle-related hospitalisations that was more than double that of the two urban areas of the Northern region (Thuringowa City Part A and Townsville City Part A).

Table 4.24. Road- and vehicle-related fatalities and hospitalisations in the Northern region by statistical subdivision, 1998 to 2002 (percentage of totals in parentheses)

	Road-related		Vehicle-related	
	Fatalities	**Hospital**	**Fatalities**	**Hospital**
Thuringowa City Part A	0	1 (0.7%)	0	2 (1.4%)
Townsville City Part A	0	4 (0.7%)	0	15 (2.7%)
Urban areas	0	5 (0.7%)	0	17 (2.4%)
Northern Balance	0	25 (5.0%)	3 (5.1%)	26 (5.2%)
Northern	**0**	**30 (2.5%)**	**3 (3.4%)**	**43 (3.6%)**
North Queensland	9 (3.6%)	210 (6.2%)	14 (5.6%)	190 (5.6%)
Queensland	39 (2.5%)	794 (3.2%)	55 (3.5%)	894 (3.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 21, 23 & 24 September 2004

Table 4.25 outlines restraint use of vehicle occupants by casualty severity (fatalities and hospitalisations only) in crashes that occurred on Northern region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland. As can be seen in the table below, where restraint use was known and applicable, most vehicle occupants in fatalities and hospitalisations in the Northern region were wearing restraints (if restraints were fitted), with the proportions of people wearing restraints similar to those for North Queensland. However, restraint use in the Northern region was lower than state figures. Within the Northern region, the highest proportion of vehicle occupants in fatalities wearing restraints was in Thuringowa City Part A statistical subdivision (33.3%), followed by Northern Balance statistical subdivision (27.1%) and Townsville City Part A statistical subdivision (15.8%). The highest proportion of vehicle occupants in hospitalisations wearing restraints was in Northern Balance statistical subdivision (50.2%), followed by Thuringowa City Part A statistical subdivision (44.2%) and Townsville City Part A statistical subdivision (40.8%).

Table 4.25. Restraint use in fatalities and hospitalisations in the Northern region, 1998 to 2002 (percentage of totals in parentheses)

	Northern		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Fitted – Worn	22 (25.3%)	541 (45.1%)	58 (23.2%)	1,582 (46.3%)	533 (34.3%)	13,277 (54.0%)
Fitted – Not Worn	15 (17.2%)	60 (5.0%)	43 (17.2%)	262 (7.7%)	203 (13.0%)	1,027 (4.2%)
Fitted – Unknown	10 (11.5%)	117 (9.8%)	42 (16.8%)	305 (8.9%)	202 (13.0%)	2,065 (8.4%)
Not Fitted	3 (3.4%)	21 (1.8%)	7 (2.8%)	66 (1.9%)	30 (1.9%)	271 (1.1%)
Unknown	11 (12.6%)	73 (6.1%)	25 (10.0%)	203 (5.9%)	121 (7.8%)	1,461 (5.9%)
Not Applicable	26 (29.9%)	387 (32.3%)	75 (30.0%)	996 (29.2%)	467 (30.0%)	6,503 (26.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

Table 4.26 outlines helmet use of bicycle and motorcycle riders by casualty severity (fatalities and hospitalisations only) in crashes that occurred on Northern region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland. As can be seen in the table below, where helmet use was known and applicable, most bicycle and motorcycle riders in fatalities and hospitalisations in the Northern region were wearing helmets. The proportion of riders wearing helmets in fatalities and hospitalisations in the Northern region was higher than North Queensland and Queensland figures. Within the Northern region, helmet use was not applicable to any fatalities in the Thuringowa City Part A statistical subdivision in the five year period from 1998 to 2002. Of the two remaining statistical subdivisions, helmet use was more common in fatalities in the Townsville City Part A statistical subdivision (15.8%) than the Northern Balance statistical subdivision (13.6%). For hospitalisations, helmet use was more common in the Thuringowa City Part A statistical subdivision (31.9%), followed by the Townsville City Part A statistical subdivision (30.7%) and the Northern Balance statistical subdivision (8.4%).

Table 4.26. Helmet use in fatalities and hospitalisations in the Northern region, 1998 to 2002 (percentage of totals in parentheses)

	Northern		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Worn	11 (12.6%)	258 (21.5%)	24 (9.6%)	653 (19.1%)	185 (11.9%)	3,729 (15.2%)
Not Worn	0	15 (1.3%)	3 (1.2%)	48 (1.4%)	23 (1.5%)	385 (1.6%)
Unknown	1 (1.1%)	12 (1.0%)	1 (0.4%)	28 (0.8%)	17 (1.1%)	193 (0.8%)
Not Applicable	75 (86.2%)	914 (76.2%)	222 (88.8%)	2,685 (78.6%)	1,331 (85.5%)	20,297 (82.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

Table 4.27 outlines the state of driver's licensure by crash severity for all fatal and hospitalisation crashes that occurred on Northern region roads between 1998 and 2002, and compares these figures to North Queensland and Queensland. As can be seen in the table below, most drivers involved in fatal and hospitalisation crashes on Northern region roads between 1998 and 2002 held Queensland Driver's Licences, although the proportion of Queensland Licence holders was slightly higher than the North Queensland figures, and consistent with Queensland figures. The Northern region had a similar proportion of overseas licence holders involved in fatal and hospitalisation crashes as Queensland, or approximately half the North Queensland proportion. Within the Northern region, drivers in fatal and hospitalisation crashes in the Thuringowa City Part A (90.0% and 92.9% respectively) and Townsville City Part A (95.0% and 91.0%) statistical subdivisions were more likely to hold a Queensland Driver's Licence than drivers in fatal and hospitalisation crashes in the Northern Balance statistical subdivision (86.5% and 86.8%). Furthermore, the proportion of drivers with an overseas Driver's Licence involved in fatal and hospitalisation crashes in the Northern Balance statistical subdivision (2.7% and 1.9% respectively) was greater than that for the Thuringowa City Part A (nil) and Townsville City Part A (nil and 1.5%) statistical subdivisions.

Table 4.27. Licensed state of drivers in Northern region fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Northern		North Queensland		Queensland	
	Fatal	**Hospital**	**Fatal**	**Hospital**	**Fatal**	**Hospital**
Queensland	92 (88.5%)	1,306 (89.9%)	240 (83.9%)	3,221 (86.5%)	1,767 (88.9%)	26,667 (89.9%)
NSW	3 (2.9%)	21 (1.4%)	7 (2.4%)	78 (2.1%)	56 (2.8%)	685 (2.3%)
Victoria	1 (1.0%)	15 (1.0%)	2 (0.7%)	49 (1.3%)	23 (1.2%)	338 (1.1%)
SA	0	7 (0.5%)	2 (0.7%)	24 (0.6%)	5 (0.3%)	85 (0.3%)
WA	1 (1.0%)	6 (0.4%)	2 (0.7%)	17 (0.5%)	4 (0.2%)	71 (0.2%)
Tasmania	0	4 (0.3%)	0	10 (0.3%)	0	33 (0.1%)
NT	0	4 (0.3%)	1 (0.3%)	17 (0.5%)	3 (0.2%)	52 (0.2%)
ACT	0	1 (0.07%)	0	5 (0.1%)	0	44 (0.1%)
Federal	0	2 (0.1%)	0	3 (0.08%)	0	7 (0.02%)
Overseas	2 (1.9%)	21 (1.4%)	12 (4.2%)	128 (3.4%)	32 (1.6%)	453 (1.5%)
Not applicable	0	3 (0.2%)	0	7 (0.2%)	2 (0.1%)	24 (0.08%)
Unknown	5 (4.8%)	63 (4.3%)	20 (7.0%)	165 (4.4%)	96 (4.8%)	1,200 (4.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 23 September 2004

Road traffic crash data for each Statistical Local Area of the rural areas (Northern Balance statistical subdivision) of the Northern region is included in Appendix D.

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Appendix A

Indigenous Communities – Further Information

The following sources have been identified as providing a more comprehensive profile of the Indigenous communities in the catchment area and, as such, will be used when determining a population denominator to monitor road safety trends over time.

1. '*The Client Needs Survey in Aboriginal and Torres Strait Islander Communities in Cape York and the Gulf of Carpentaria'* conducted by the Integrated Indigenous Strategy Unit of Legal Aid Queensland (2001);
2. Queensland Health Department Community Profiles housed at the following website: **www.health.qld.gov.au/masters/commprofiles**; and
3. The Department of Aboriginal and Torres Strait Islander Policy's *'Meeting Challenges Making Choices'* housed at the following website: **www.mcmc.qld.gov.au/community**

These information sources also provide detailed information on the services available in each Indigenous community and how they are delivered. This will provide a valuable tool when seeking out intervention opportunities and potential service deliveries.

Most of the thirty-two communities in the catchment area are Deed of Grant in Trust (DOGIT) communities. That is, the Aboriginal Councils or Islander Councils are elected for three years in the same manner as specified under the Local Government Act 1936. The Aboriginal Coordinating Council (ACC) in Cairns and the Islander Coordinating Council (ICC) based on Thursday Island have coordinating responsibility for the DOGIT communities in Queensland.

There are several major policy initiatives currently being negotiated in Indigenous communities that could have implications on the current project: (i) the introduction of Alcohol Management Plans; (ii) a recent revision of the Council By-Laws by DATSIP; (iii) the proposed statewide introduction of the new Queensland driver's licence; and (iv) the white paper on Indigenous governance, by which communities may soon become shires. The research team is aware of these issues and will be examining their impact (if any) on road safety trends within this remote population.

Despite the many data limitations associated with Indigenous research (e.g. difficulties defining 'Aboriginality', problems estimating base populations, health and transport database inconsistencies), it is recognised that Indigenous Queenslanders are approximately six times more likely to be involved in a road crash. Some of the known risk factors include alcohol impairment and misuse, unlicensed driving, single-vehicle roll-over crashes, overloading and roadworthiness of vehicles, poor road surfaces, pedestrian crashes, and non-compliance with seatbelt and restraint legislation. With this knowledge in mind, the research team recognises that Indigenous persons are a high-risk group and will form a unique part of the sample. Ergo, tailored interventions need to be developed for the group.

Appendix B

Road Traffic Crashes by Statistical Local Area – Far North Balance

Atherton

There were 280 road traffic crashes on Atherton roads between 1998 and 2002, which posed a cost of $16,512,000 to the community. Atherton crashes resulted in 251 casualties. This section will describe crashes on Atherton roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.1. Casualties by severity and road user type in Atherton, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (27.3%)	40 (56.3%)	52 (51.5%)	34 (50.0%)
Passenger	5 (45.4%)	20 (28.2%)	37 (36.6%)	25 (36.8%)
Pedestrian	3 (27.3%)	2 (2.8%)	6 (5.9%)	5 (7.4%)
Motorcycle Rider	0	6 (8.5%)	4 (4.0%)	1 (1.5%)
Motorcycle Pillion	0	1 (1.4%)	0	0
Bicycle Rider	0	2 (2.8%)	2 (2.0%)	3 (4.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.2. Fatal and hospitalisation crashes in Atherton by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	1 (14.3%)	9 (16.1%)
Rear-end	0	1 (1.8%)
Head-on	2 (28.6%)	8 (14.3%)
Sideswipe	0	1 (1.8%)
Hit fixed obstruction or temporary object	1 (14.3%)	21 (37.5%)
Overturned	0	6 (10.7%)
Fall from moving vehicle	0	3 (5.4%)
Motor or pedal cycle overturn, fall or drop	0	1 (1.8%)
Hit pedestrian	3 (42.9%)	2 (3.6%)
Hit animal	0	3 (5.4%)
Non-collision – miscellaneous	0	1 (1.8%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.3. Fatalities and hospitalisations in Atherton, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	1 (9.1%)	3 (4.2%)
Fatigue-related	2 (18.2%)	9 (12.7%)
Speed-related	2 (18.2%)	5 (7.0%)
Road-related	0	6 (8.5%)
Vehicle-related	0	3 (4.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.4. Restraint use and helmet use in fatalities and hospitalisations in Atherton, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	5 (62.5%)	49 (81.7%)
Fitted – Not Worn	2 (25.0%)	2 (3.3%)
Fitted – Unknown	0	5 (8.3%)
Not Fitted	0	1 (1.7%)
Unknown	1 (12.5%)	3 (5.0%)
Not Applicable	3	11
Helmet Use		
Worn	0	9 (100%)
Not Worn	0	0
Unknown	0	0
Not Applicable	11	62

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.5. Licensed state of drivers in Atherton fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	9 (90.0%)	67 (91.8%)
Western Australia	0	1 (1.4%)
Tasmania	0	1 (1.4%)
Overseas	1 (10.0%)	4 (5.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Aurukun

There were 6 road traffic crashes on Aurukun roads between 1998 and 2002, which posed a cost of $218,000 to the community. Aurukun crashes resulted in 5 casualties. This section will describe crashes on Aurukun roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.6. Casualties by severity and road user type in Aurukun, 1998 to 2002 (percentage of all road users in parentheses)

	Hospitalisation	Medical Treatment	Minor Injury
Driver	1	1	1
Passenger	1	0	1

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.7. Hospitalisation crashes in Aurukun by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisation
Overturned	1

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.8. Hospitalisations in Aurukun, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Hospitalisations
Alcohol-related	0
Fatigue-related	2 (100%)
Speed-related	0
Road-related	2 (100%)
Vehicle-related	2 (100%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.9. Restraint use and helmet use in hospitalisations in Aurukun, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisations
Restraint Use	
Fitted – Worn	2 (100%)
Fitted – Not Worn	0
Helmet Use	
Not Applicable	2 (100%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.10. Licensed state of drivers in Aurukun hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisation
Australian Capital Territory	1

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Cairns Part B

There were 253 road traffic crashes on Cairns Part B roads between 1998 and 2002, which posed a cost of $14,648,000 to the community. Cairns Part B crashes resulted in 182 casualties. This section will describe crashes on Cairns Part B roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.11. Casualties by severity and road user type in Cairns Part B, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (50.0%)	35 (47.9%)	31 (44.9%)	25 (73.5%)
Passenger	0	23 (31.5%)	25 (36.2%)	4 (11.8%)
Pedestrian	1 (16.7%)	4 (5.5%)	0	4 (11.8%)
Motorcycle Rider	2 (33.3%)	8 (11.0%)	12 (17.4%)	1 (2.9%)
Motorcycle Pillion	0	1 (1.4%)	1 (1.4%)	0
Bicycle Rider	0	2 (2.7%)	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.12. Fatal and hospitalisation crashes in Cairns Part B by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	2 (33.3%)	5 (9.6%)
Rear-end	0	1 (1.9%)
Head-on	0	5 (9.6%)
Sideswipe	1 (16.7%)	4 (7.7%)
Hit fixed obstruction or temporary object	2 (33.3%)	17 (32.7%)
Overturned	0	11 (21.2%)
Motor or pedal cycle overturn, fall or drop	0	4 (7.7%)
Hit pedestrian	1 (16.7%)	4 (7.7%)
Collision – miscellaneous	0	1 (1.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.13. Fatalities and hospitalisations in Cairns Part B, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	1 (16.7%)	19 (26.0%)
Fatigue-related	0	17 (23.3%)
Speed-related	2 (33.3%)	1 (1.4%)
Road-related	2 (33.3%)	3 (4.1%)
Vehicle-related	0	6 (8.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.14. Restraint use and helmet use in fatalities and hospitalisations in Cairns Part B, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	1 (33.3%)	38 (65.5%)
Fitted – Not Worn	1 (33.3%)	4 (6.9%)
Fitted – Unknown	1 (33.3%)	11 (19.0%)
Not Fitted	0	4 (6.9%)
Unknown	0	1 (1.7%)
Not Applicable	3	15
Helmet Use		
Worn	2 (100%)	9 (81.8%)
Not Worn	0	2 (18.2%)
Unknown	0	0
Not Applicable	4	62

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.15. Licensed state of drivers in Cairns Part B fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	8 (100%)	59 (89.4%)
Overseas	0	3 (4.5%)
Unknown	0	4 (6.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Cardwell

There were 275 road traffic crashes on Cardwell roads between 1998 and 2002, which posed a cost of $20,860,000 to the community. Cardwell crashes resulted in 212 casualties. This section will describe crashes on Cardwell roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.16. Casualties by severity and road user type in Cardwell, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	9 (47.4%)	47 (70.1%)	44 (51.2%)	22 (55.0%)
Passenger	8 (42.1%)	11 (16.4%)	32 (37.2%)	13 (32.5%)
Pedestrian	2 (10.5%)	3 (4.5%)	3 (3.5%)	2 (5.0%)
Motorcycle Rider	0	4 (6.0%)	4 (4.7%)	2 (5.0%)
Motorcycle Pillion	0	1 (1.5%)	0	0
Bicycle Rider	0	1 (1.5%)	3 (3.5%)	1 (2.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.17. Fatal and hospitalisation crashes in Cardwell by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	2 (14.3%)	8 (14.8%)
Rear-end	1 (7.1%)	4 (7.4%)
Head-on	2 (14.3%)	4 (7.4%)
Sideswipe	1 (7.1%)	2 (3.7%)
Hit fixed obstruction or temporary object	3 (21.4%)	23 (42.6%)
Overturned	3 (21.4%)	9 (16.7%)
Hit pedestrian	2 (14.3%)	3 (5.6%)
Struck by external load	0	1 (1.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.18. Fatalities and hospitalisations in Cardwell, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	7 (36.8%)	6 (9.0%)
Fatigue-related	5 (26.3%)	18 (26.9%)
Speed-related	2 (10.5%)	2 (3.0%)
Road-related	0	5 (7.5%)
Vehicle-related	1 (5.3%)	6 (9.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.19. Restraint use and helmet use in fatalities and hospitalisations in Cardwell, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	8 (47.1%)	35 (62.5%)
Fitted – Not Worn	1 (5.9%)	5 (8.9%)
Fitted – Unknown	7 (41.2%)	4 (7.1%)
Not Fitted	0	1 (1.8%)
Unknown	1 (5.9%)	11 (19.6%)
Not Applicable	2	11
Helmet Use		
Worn	0	5 (83.3%)
Not Worn	0	1 (16.7%)
Not Applicable	19	61

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.20. Licensed state of drivers in Cardwell fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	18 (85.7%)	55 (75.3%)
New South Wales	0	2 (2.7%)
Victoria	0	3 (4.1%)
South Australia	1 (4.8%)	0
Western Australia	1 (4.8%)	0
Federal	0	1 (1.4%)
Overseas	0	6 (8.2%)
Unknown	1 (4.8%)	6 (8.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Cook

There were 320 road traffic crashes on Cook roads between 1998 and 2002, which posed a cost of $24,580,000 to the community. Cook crashes resulted in 381 casualties. This section will describe crashes on Cook roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.21. Casualties by severity and road user type in Cook, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	2 (28.6%)	52 (34.2%)	47 (31.8%)	25 (33.8%)
Passenger	3 (42.9%)	76 (50.0%)	88 (59.5%)	46 (62.2%)
Pedestrian	0	4 (2.6%)	5 (3.4%)	1 (1.4%)
Motorcycle Rider	2 (28.6%)	19 (12.5%)	7 (4.7%)	0
Motorcycle Pillion	0	1 (0.7%)	0	0
Bicycle Rider	0	0	1 (0.7%)	2 (2.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.22. Fatal and hospitalisation crashes in Cook by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	2 (1.8%)
Angle	0	4 (3.6%)
Rear-end	0	4 (3.6%)
Head-on	0	6 (5.4%)
Hit fixed obstruction or temporary object	0	37 (33.0%)
Overturned	3 (42.9%)	44 (39.3%)
Fall from moving vehicle	3 (42.9%)	2 (1.8%)
Motor or pedal cycle overturn, fall or drop	0	5 (4.5%)
Hit pedestrian	0	4 (3.6%)
Hit animal	1 (14.3%)	4 (3.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.23. Fatalities and hospitalisations in Cook, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	4 (57.1%)	30 (19.7%)
Fatigue-related	0	31 (20.4%)
Speed-related	5 (71.4%)	21 (13.8%)
Road-related	0	31 (20.4%)
Vehicle-related	2 (28.6%)	19 (12.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.24. Restraint use and helmet use in fatalities and hospitalisations in Cook, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	54 (42.2%)
Fitted – Not Worn	2 (40.0%)	26 (20.3%)
Fitted – Unknown	1 (20.0%)	23 (18.0%)
Not Fitted	0	10 (7.8%)
Unknown	2 (40.0%)	15 (11.7%)
Not Applicable	2	24
Helmet Use		
Worn	2 (100%)	18 (90.0%)
Not Worn	0	1 (5.0%)
Unknown	0	1 (5.0%)
Not Applicable	5	132

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.25. Licensed state of drivers in Cook fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	7 (100%)	101 (78.9%)
New South Wales	0	5 (3.9%)
Victoria	0	6 (4.7%)
South Australia	0	1 (0.8%)
Overseas	0	10 (7.8%)
Unknown	0	5 (3.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Croydon

There were 16 road traffic crashes on Croydon roads between 1998 and 2002, which posed a cost of $1,028,000 to the community. Croydon crashes resulted in 13 casualties. This section will describe crashes on Croydon roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.26. Casualties by severity and road user type in Croydon, 1998 to 2002 (percentage of all road users in parentheses)

	Hospitalisation	Medical Treatment	Minor Injury
Driver	3 (37.5%)	0	2 (66.7%)
Passenger	2 (25.0%)	2 (100%)	1 (33.3%)
Motorcycle Rider	3 (37.5%)	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.27. Hospitalisation crashes in Croydon by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisation
Rear-end	1 (16.7%)
Hit fixed obstruction or temporary object	3 (50.0%)
Overturned	1 (16.7%)
Motor or pedal cycle overturn, fall or drop	1 (16.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.28. Hospitalisations in Croydon, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Hospitalisations
Alcohol-related	0
Fatigue-related	5 (62.5%)
Speed-related	0
Road-related	4 (50.0%)
Vehicle-related	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.29. Restraint use and helmet use in hospitalisations in Croydon, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisations
Restraint Use	
Fitted – Worn	5 (100%)
Not Applicable	3
Helmet Use	
Worn	2 (66.7%)
Unknown	1 (33.3%)
Not Applicable	5

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.30. Licensed state of drivers in Croydon hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisation
Queensland	4 (57.1%)
Overseas	3 (42.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Douglas

There were 461 road traffic crashes on Douglas roads between 1998 and 2002, which posed a cost of $30,412,000 to the community. Douglas crashes resulted in 356 casualties. This section will describe crashes on Douglas roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.31. Casualties by severity and road user type in Douglas, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	5 (29.4%)	66 (45.5%)	58 (45.0%)	37 (56.9%)
Passenger	6 (35.3%)	34 (23.4%)	55 (42.6%)	16 (24.6%)
Pedestrian	3 (17.6%)	7 (4.8%)	7 (5.4%)	2 (3.1%)
Motorcycle Rider	3 (17.6%)	30 (20.7%)	4 (3.1%)	4 (6.2%)
Motorcycle Pillion	0	3 (2.1%)	0	1 (1.5%)
Bicycle Rider	0	5 (3.4%)	5 (3.9%)	5 (7.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.32. Fatal and hospitalisation crashes in Douglas by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	0	10 (8.9%)
Rear-end	0	4 (3.6%)
Head-on	4 (30.8%)	15 (13.4%)
Sideswipe	1 (7.7%)	13 (11.6%)
Hit fixed obstruction or temporary object	3 (23.1%)	43 (38.4%)
Overturned	1 (7.7%)	9 (8.0%)
Fall from moving vehicle	0	3 (2.7%)
Motor or pedal cycle overturn, fall or drop	1 (7.7%)	5 (4.5%)
Hit pedestrian	3 (23.1%)	7 (6.3%)
Hit animal	0	2 (1.8%)
Collision – miscellaneous	0	1 (0.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.33. Fatalities and hospitalisations in Douglas, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	13 (76.5%)	29 (20.0%)
Fatigue-related	2 (11.8%)	6 (4.1%)
Speed-related	0	7 (4.8%)
Road-related	0	3 (2.1%)
Vehicle-related	0	4 (2.8%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.34. Restraint use and helmet use in fatalities and hospitalisations in Douglas, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	4 (36.4%)	73 (73.0%)
Fitted – Not Worn	5 (45.5%)	10 (10.0%)
Fitted – Unknown	2 (1.4%)	11 (11.0%)
Not Fitted	0	0
Unknown	0	6 (6.0%)
Not Applicable	6	45
Helmet Use		
Worn	3 (100%)	34 (89.5%)
Not Worn	0	2 (5.3%)
Unknown	0	2 (5.3%)
Not Applicable	14	107

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.35. Licensed state of drivers in Douglas fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	15 (75.0%)	108 (68.8%)
New South Wales	1 (5.0%)	8 (5.1%)
Victoria	0	7 (4.5%)
South Australia	1 (5.0%)	4 (2.5%)
Western Australia	0	1 (0.6%)
Northern Territory	0	2 (1.3%)
Overseas	1 (5.0%)	11 (7.0%)
Unknown	2 (10.0%)	16 (10.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Eacham

There were 205 road traffic crashes on Eacham roads between 1998 and 2002, which posed a cost of $12,340,000 to the community. Eacham crashes resulted in 134 casualties. This section will describe crashes on Eacham roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.36. Casualties by severity and road user type in Eacham, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (50.0%)	28 (47.5%)	28 (59.6%)	12 (54.5%)
Passenger	2 (33.3%)	17 (28.8%)	9 (19.1%)	6 (27.3%)
Pedestrian	0	2 (3.4%)	4 (8.5%)	2 (9.1%)
Motorcycle Rider	1 (16.7%)	9 (15.3%)	5 (10.6%)	2 (9.1%)
Bicycle Rider	0	3 (5.1%)	1 (2.1%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.37. Fatal and hospitalisation crashes in Eacham by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	0	5 (11.1%)
Head-on	1 (20.0%)	4 (8.9%)
Sideswipe	0	4 (8.9%)
Hit fixed obstruction or temporary object	3 (60.0%)	16 (35.6%)
Overturned	1 (20.0%)	7 (15.6%)
Fall from moving vehicle	0	1 (2.2%)
Motor or pedal cycle overturn, fall or drop	0	3 (6.7%)
Hit pedestrian	0	2 (4.4%)
Hit animal	0	1 (2.2%)
Collision – miscellaneous	0	1 (2.2%)
Non-collision – miscellaneous	0	1 (2.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.38. Fatalities and hospitalisations in Eacham, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	2 (33.3%)	11 (18.6%)
Fatigue-related	3 (50.0%)	10 (16.9%)
Speed-related	2 (33.3%)	7 (11.9%)
Road-related	0	0
Vehicle-related	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.39. Restraint use and helmet use in fatalities and hospitalisations in Eacham, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	27 (60.0%)
Fitted – Not Worn	2 (40.0%)	5 (11.1%)
Fitted – Unknown	3 (60.0%)	10 (22.2%)
Not Fitted	0	1 (2.2%)
Unknown	0	2 (4.4%)
Not Applicable	1	14
Helmet Use		
Worn	0	12 (100%)
Not Worn	1 (100%)	0
Not Applicable	5	47

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.40. Licensed state of drivers in Eacham fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	5 (83.3%)	48 (85.7%)
Victoria	0	1 (1.8%)
South Australia	0	1 (1.8%)
Overseas	1 (16.7%)	3 (5.4%)
Unknown	0	3 (5.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Etheridge

There were 85 road traffic crashes on Etheridge roads between 1998 and 2002, which posed a cost of $6,784,000 to the community. Etheridge crashes resulted in 85 casualties. This section will describe crashes on Etheridge roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.41. Casualties by severity and road user type in Etheridge, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (100%)	17 (44.7%)	14 (53.8%)	6 (33.3%)
Passenger	0	18 (47.4%)	12 (46.2%)	9 (50.0%)
Motorcycle Rider	0	2 (5.3%)	0	2 (11.1%)
Motorcycle Pillion	0	1 (2.6%)	0	1 (5.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.42. Fatal and hospitalisation crashes in Etheridge by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Rear-end	0	1 (3.8%)
Sideswipe	0	1 (3.8%)
Hit fixed obstruction or temporary object	2 (66.7%)	10 (38.5%)
Overturned	1 (33.3%)	10 (38.5%)
Fall from moving vehicle	0	1 (3.8%)
Hit animal	0	3 (11.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.43. Fatalities and hospitalisations in Etheridge, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	1 (33.3%)	0
Fatigue-related	0	7 (18.4%)
Speed-related	1 (33.3%)	6 (15.8%)
Road-related	0	12 (31.6%)
Vehicle-related	1 (33.3%)	4 (10.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.44. Restraint use and helmet use in fatalities and hospitalisations in Etheridge, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	1 (33.3%)	22 (62.9%)
Fitted – Not Worn	0	7 (20.0%)
Fitted – Unknown	1 (33.3%)	1 (2.9%)
Not Fitted	0	2 (5.7%)
Unknown	1 (33.3%)	3 (8.6%)
Not Applicable	0	3
Helmet Use		
Worn	0	3 (100%)
Not Applicable	3	35

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.45. Licensed state of drivers in Etheridge fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	2 (66.7%)	15 (53.6%)
New South Wales	0	5 (17.9%)
Victoria	0	1 (3.6%)
South Australia	0	2 (7.1%)
Northern Territory	0	1 (3.6%)
Overseas	1 (33.3%)	4 (14.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Herberton

There were 132 road traffic crashes on Herberton roads between 1998 and 2002, which posed a cost of $12,524,000 to the community. Herberton crashes resulted in 140 casualties. This section will describe crashes on Herberton roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.46. Casualties by severity and road user type in Herberton, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (50.0%)	30 (41.1%)	12 (40.0%)	12 (38.7%)
Passenger	1 (16.7%)	29 (39.7%)	16 (53.3%)	17 (54.8%)
Pedestrian	0	1 (1.4%)	0	0
Motorcycle Rider	1 (16.7%)	10 (13.7%)	2 (6.7%)	1 (3.2%)
Motorcycle Pillion	1 (16.7%)	2 (2.7%)	0	0
Bicycle Rider	0	1 (1.4%)	0	1 (3.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.47. Fatal and hospitalisation crashes in Herberton by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	0	2 (4.1%)
Rear-end	0	0
Head-on	1 (16.7%)	4 (8.2%)
Hit fixed obstruction or temporary object	4 (66.7%)	27 (55.1%)
Overturned	0	9 (18.4%)
Fall from moving vehicle	0	1 (2.0%)
Motor or pedal cycle overturn, fall or drop	0	3 (6.1%)
Hit pedestrian	0	1 (2.0%)
Hit animal	1 (16.7%)	1 (2.0%)
Non-collision – miscellaneous	0	1 (2.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.48. Fatalities and hospitalisations in Herberton, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	2 (33.3%)	22 (30.1%)
Fatigue-related	2 (33.3%)	12 (16.4%)
Speed-related	1 (16.7%)	15 (20.5%)
Road-related	1 (16.7%)	13 (17.8%)
Vehicle-related	0	4 (5.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.49. Restraint use and helmet use in fatalities and hospitalisations in Herberton, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	1 (25.0%)	31 (52.5%)
Fitted – Not Worn	1 (25.0%)	10 (16.9%)
Fitted – Unknown	1 (25.0%)	7 (11.9%)
Not Fitted	0	2 (3.4%)
Unknown	1 (25.0%)	9 (15.3%)
Not Applicable	2	14
Helmet Use		
Worn	1 (50.0%)	12 (92.3%)
Not Worn	1 (50.0%)	1 (7.7%)
Not Applicable	4	60

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.50. Licensed state of drivers in Herberton fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	5 (62.5%)	45 (83.3%)
New South Wales	1 (12.5%)	0
Victoria	0	1 (1.9%)
South Australia	0	1 (1.9%)
Overseas	1 (12.5%)	2 (3.7%)
Unknown	1 (12.5%)	5 (9.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Johnstone

There were 532 road traffic crashes on Johnstone roads between 1998 and 2002, which posed a cost of $27,396,000 to the community. Johnstone crashes resulted in 409 casualties. This section will describe crashes on Johnstone roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.51. Casualties by severity and road user type in Johnstone, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	4 (44.4%)	66 (46.8%)	83 (48.8%)	46 (51.7%)
Passenger	2 (22.2%)	41 (29.1%)	53 (31.2%)	22 (24.7%)
Pedestrian	2 (22.2%)	10 (7.1%)	6 (3.5%)	6 (6.7%)
Motorcycle Rider	1 (11.1%)	19 (13.5%)	13 (7.6%)	7 (7.9%)
Motorcycle Pillion	0	2 (1.4%)	1 (0.6%)	0
Bicycle Rider	0	3 (2.1%)	14 (8.2%)	8 (9.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.52. Fatal and hospitalisation crashes in Johnstone by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	2 (1.9%)
Angle	1 (12.5%)	19 (18.1%)
Rear-end	0	7 (6.7%)
Head-on	2 (25.0%)	5 (4.8%)
Sideswipe	0	7 (6.7%)
Hit fixed obstruction or temporary object	2 (25.0%)	35 (33.3%)
Overturned	1 (12.5%)	13 (12.4%)
Motor or pedal cycle overturn, fall or drop	0	5 (4.8%)
Hit pedestrian	2 (25.0%)	10 (9.5%)
Hit animal	0	1 (1.0%)
Struck by external load	0	1 (1.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.53. Fatalities and hospitalisations in Johnstone, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	2 (22.2%)	17 (12.1%)
Fatigue-related	1 (11.1%)	13 (9.2%)
Speed-related	1 (11.1%)	8 (5.7%)
Road-related	0	6 (4.3%)
Vehicle-related	0	6 (4.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.54. Restraint use and helmet use in fatalities and hospitalisations in Johnstone, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	4 (80.0%)	86 (81.1%)
Fitted – Not Worn	1 (20.0%)	4 (3.8%)
Fitted – Unknown	0	9 (8.5%)
Not Fitted	0	1 (0.9%)
Unknown	0	6 (5.7%)
Not Applicable	4	35
Helmet Use		
Worn	1 (100%)	22 (91.7%)
Not Worn	0	2 (8.3%)
Not Applicable	8	117

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.55. Licensed state of drivers in Johnstone fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	8 (72.7%)	126 (88.1%)
New South Wales	0	3 (2.1%)
Victoria	0	3 (2.1%)
Western Australia	0	1 (0.7%)
Tasmania	0	1 (0.7%)
Northern Territory	0	1 (0.7%)
Overseas	2 (18.2%)	2 (1.4%)
Unknown	1 (9.1%)	6 (4.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Mareeba

There were 593 road traffic crashes on Mareeba roads between 1998 and 2002, which posed a cost of $38,286,000 to the community. Mareeba crashes resulted in 495 casualties. This section will describe crashes on Mareeba roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.56. Casualties by severity and road user type in Mareeba, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	6 (66.7%)	95 (42.0%)	85 (50.6%)	49 (53.3%)
Passenger	1 (11.1%)	61 (27.0%)	56 (33.3%)	28 (30.4%)
Pedestrian	1 (11.1%)	10 (4.4%)	7 (4.2%)	4 (4.3%)
Motorcycle Rider	0	50 (22.1%)	14 (8.3%)	6 (6.5%)
Motorcycle Pillion	0	7 (3.1%)	1 (0.6%)	2 (2.2%)
Bicycle Rider	1 (11.1%)	3 (1.3%)	5 (3.0%)	3 (3.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.57. Fatal and hospitalisation crashes in Mareeba by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	2 (1.1%)
Angle	1 (11.1%)	25 (14.2%)
Rear-end	0	10 (5.7%)
Head-on	1 (11.1%)	10 (5.7%)
Sideswipe	0	14 (8.0%)
Hit fixed obstruction or temporary object	4 (44.4%)	48 (27.3%)
Overturned	1 (11.1%)	38 (21.6%)
Fall from moving vehicle	0	2 (1.1%)
Motor or pedal cycle overturn, fall or drop	0	13 (7.4%)
Hit pedestrian	1 (11.1%)	9 (5.1%)
Hit animal	0	5 (2.8%)
Collision – miscellaneous	1 (11.1%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.58. Fatalities and hospitalisations in Mareeba, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	3 (33.3%)	25 (11.1%)
Fatigue-related	2 (22.2%)	37 (16.4%)
Speed-related	1 (11.1%)	12 (5.3%)
Road-related	3 (33.3%)	19 (8.4%)
Vehicle-related	2 (22.2%)	13 (5.8%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.59. Restraint use and helmet use in fatalities and hospitalisations in Mareeba, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	2 (28.6%)	108 (70.6%)
Fitted – Not Worn	3 (42.9%)	16 (10.5%)
Fitted – Unknown	1 (14.3%)	16 (10.5%)
Not Fitted	0	2 (1.3%)
Unknown	1 (14.3%)	11 (7.2%)
Not Applicable	2	73
Helmet Use		
Worn	1 (100%)	53 (88.3%)
Not Worn	0	4 (6.7%)
Unknown	0	3 (5.0%)
Not Applicable	8	166

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.60. Licensed state of drivers in Mareeba fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	11 (100%)	212 (90.6%)
New South Wales	0	3 (1.3%)
Victoria	0	2 (0.9%)
Western Australia	0	2 (0.9%)
Northern Territory	0	2 (0.9%)
Overseas	0	8 (3.4%)
Unknown	0	5 (2.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Torres

There were 73 road traffic crashes on Torres roads between 1998 and 2002, which posed a cost of $7,876,000 to the community. Torres crashes resulted in 75 casualties. This section will describe crashes on Torres roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table B.61. Casualties by severity and road user type in Torres, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	1 (14.3%)	6 (21.4%)	10 (37.0%)	5 (38.5%)
Passenger	5 (71.4%)	17 (60.7%)	8 (29.6%)	6 (46.2%)
Pedestrian	1 (14.3%)	2 (7.1%)	3 (11.1%)	1 (7.7%)
Motorcycle Rider	0	2 (7.1%)	3 (11.1%)	0
Motorcycle Pillion	0	0	0	1 (7.7%)
Bicycle Rider	0	1 (3.6%)	3 (11.1%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.62. Fatal and hospitalisation crashes in Torres by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	1 (7.1%)
Angle	0	4 (28.6%)
Hit fixed obstruction or temporary object	1 (14.3%)	5 (35.7%)
Overturned	3 (42.9%)	1 (7.1%)
Fall from moving vehicle	2 (28.6%)	1 (7.1%)
Hit pedestrian	1 (14.3%)	2 (14.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.63. Fatalities and hospitalisations in Torres, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	4 (57.1%)	14 (50.0%)
Fatigue-related	1 (14.3%)	3 (10.7%)
Speed-related	1 (14.3%)	9 (32.1%)
Road-related	0	1 (3.6%)
Vehicle-related	0	2 (7.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.64. Restraint use and helmet use in fatalities and hospitalisations in Torres, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	3 (13.0%)
Fitted – Not Worn	0	7 (30.4%)
Fitted – Unknown	2 (33.3%)	5 (21.7%)
Not Fitted	1 (16.7%)	4 (17.4%)
Unknown	3 (50.0%)	4 (17.4%)
Not Applicable	1	5
Helmet Use		
Worn	0	2 (66.7%)
Not Worn	0	1 (33.3%)
Not Applicable	7	25

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table B.65. Licensed state of drivers in Torres fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	4 (66.7%)	11 (61.1%)
Victoria	0	1 (5.6%)
Tasmania	0	1 (5.6%)
Overseas	0	1 (5.6%)
Not applicable	0	1 (5.6%)
Unknown	2 (33.3%)	3 (16.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Appendix C

Road Traffic Crashes by Statistical Local Area – North West

Burke

There were 64 road traffic crashes on Burke roads between 1998 and 2002, which posed a cost of $7,292,000 to the community. Burke crashes resulted in 102 casualties. This section will describe crashes on Burke roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.1. Casualties by severity and road user type in Burke, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	0	13 (21.7%)	8 (32.0%)	6 (42.9%)
Passenger	2 (66.7%)	44 (73.3%)	16 (64.0%)	8 (57.1%)
Pedestrian	1 (33.3%)	1 (1.7%)	1 (4.0%)	0
Motorcycle Rider	0	1 (1.7%)	0	0
Motorcycle Pillion	0	1 (1.7%)	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.2. Fatal and hospitalisation crashes in Burke by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	1 (3.1%)
Angle	0	1 (3.1%)
Head-on	0	1 (3.1%)
Hit fixed obstruction or temporary object	1 (33.3%)	11 (34.4%)
Overturned	1 (33.3%)	14 (43.8%)
Fall from moving vehicle	0	1 (3.1%)
Motor or pedal cycle overturn, fall or drop	0	1 (3.1%)
Hit pedestrian	1 (33.3%)	1 (3.1%)
Non-collision – miscellaneous	0	1 (3.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.3. Fatalities and hospitalisations in Burke, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	2 (66.7%)	19 (31.7%)
Fatigue-related	0	13 (21.7%)
Speed-related	1 (33.3%)	8 (13.3%)
Road-related	0	14 (23.3%)
Vehicle-related	2 (66.7%)	24 (40.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.4. Restraint use and helmet use in fatalities and hospitalisations in Burke, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	13 (22.8%)
Fitted – Not Worn	0	30 (52.6%)
Fitted – Unknown	1 (50.0%)	7 (12.3%)
Not Fitted	0	1 (1.8%)
Unknown	1 (50.0%)	6 (10.5%)
Not Applicable	1	3
Helmet Use		
Worn	0	2 (100%)
Not Applicable	3	58

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.5. Licensed state of drivers in Burke fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	3 (100%)	24 (68.6%)
New South Wales	0	3 (8.6%)
Western Australia	0	1 (2.9%)
Overseas	0	3 (8.6%)
Unknown	0	4 (11.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Carpentaria

There were 71 road traffic crashes on Carpentaria roads between 1998 and 2002, which posed a cost of $6,744,000 to the community. Carpentaria crashes resulted in 72 casualties. This section will describe crashes on Carpentaria roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.6. Casualties by severity and road user type in Carpentaria, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (75.0%)	12 (34.3%)	8 (38.1%)	6 (50.0%)
Passenger	1 (25.0%)	18 (51.4%)	11 (52.4%)	5 (41.7%)
Pedestrian	0	4 (11.4%)	2 (9.5%)	0
Motorcycle Rider	0	0	0	1 (8.3%)
Motorcycle Pillion	0	1 (2.9%)	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.7. Fatal and hospitalisation crashes in Carpentaria by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	1 (4.5%)
Rear-end	1 (25.0%)	1 (4.5%)
Head-on	0	1 (4.5%)
Hit fixed obstruction or temporary object	0	4 (18.2%)
Overturned	3 (75.0%)	8 (36.4%)
Hit pedestrian	0	4 (18.2%)
Hit animal	0	2 (9.1%)
Non-collision – miscellaneous	0	1 (4.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.8. Fatalities and hospitalisations in Carpentaria, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	2 (50.0%)	18 (51.4%)
Fatigue-related	0	7 (20.0%)
Speed-related	2 (50.0%)	10 (28.6%)
Road-related	1 (25.0%)	3 (8.6%)
Vehicle-related	0	6 (17.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.9. Restraint use and helmet use in fatalities and hospitalisations in Carpentaria, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	11 (36.7%)
Fitted – Not Worn	2 (50.0%)	13 (43.3%)
Fitted – Unknown	2 (50.0%)	6 (20.0%)
Unknown	0	0
Not Applicable	0	5
Helmet Use		
Worn	0	1 (100%)
Not Applicable	4	34

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.10. Licensed state of drivers in Carpentaria fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	4 (80.0%)	18 (75.0%)
New South Wales	0	4 (16.7%)
Unknown	1 (20.0%)	2 (8.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Cloncurry

There were 152 road traffic crashes on Cloncurry roads between 1998 and 2002, which posed a cost of $11,460,000 to the community. Cloncurry crashes resulted in 125 casualties. This section will describe crashes on Cloncurry roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.11. Casualties by severity and road user type in Cloncurry, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	1 (25.0%)	30 (46.9%)	21 (56.8%)	13 (65.0%)
Passenger	2 (50.0%)	25 (39.1%)	15 (40.5%)	4 (20.0%)
Pedestrian	1 (25.0%)	2 (3.1%)	1 (2.7%)	1 (5.0%)
Motorcycle Rider	0	6 (9.4%)	0	1 (5.0%)
Motorcycle Pillion	0	1 (1.6%)	0	0
Bicycle Rider	0	0	0	1 (5.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.12. Fatal and hospitalisation crashes in Cloncurry by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	0	4 (8.2%)
Rear-end	0	2 (4.1%)
Head-on	1 (25.0%)	1 (2.0%)
Sideswipe	0	4 (8.2%)
Hit fixed obstruction or temporary object	1 (25.0%)	10 (20.4%)
Overturned	1 (25.0%)	22 (44.9%)
Fall from moving vehicle	0	1 (2.0%)
Motor or pedal cycle overturn, fall or drop	0	1 (2.0%)
Hit pedestrian	1 (25.0%)	1 (2.0%)
Hit animal	0	3 (6.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.13. Fatalities and hospitalisations in Cloncurry, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	1 (25.0%)	12 (18.8%)
Fatigue-related	2 (50.0%)	21 (32.8%)
Speed-related	0	3 (4.7%)
Road-related	0	4 (6.3%)
Vehicle-related	0	12 (18.8%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.14. Restraint use and helmet use in fatalities and hospitalisations in Cloncurry, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	33 (62.3%)
Fitted – Not Worn	1 (33.3%)	0
Fitted – Unknown	2 (66.7%)	7 (13.2%)
Not Fitted	0	2 (3.8%)
Unknown	0	11 (20.8%)
Not Applicable	1	11
Helmet Use		
Worn	0	7 (100%)
Not Applicable	4	57

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.15. Licensed state of drivers in Cloncurry fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	4 (80.0%)	48 (78.7%)
Victoria	0	5 (8.2%)
South Australia	0	1 (1.6%)
Northern Territory	0	1 (1.6%)
Overseas	1 (20.0%)	2 (3.3%)
Not applicable	0	1 (1.6%)
Unknown	0	3 (4.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Flinders

There were 108 road traffic crashes on Flinders roads between 1998 and 2002, which posed a cost of $8,542,000 to the community. Flinders crashes resulted in 108 casualties. This section will describe crashes on Flinders roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.16. Casualties by severity and road user type in Flinders, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	2 (50.0%)	28 (48.3%)	19 (51.4%)	5 (55.6%)
Passenger	2 (50.0%)	27 (46.6%)	17 (45.9%)	4 (44.4%)
Pedestrian	0	1 (1.7%)	0	0
Motorcycle Rider	0	2 (3.4%)	0	0
Motorcycle Pillion	0	0	1 (2.7%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.17. Fatal and hospitalisation crashes in Flinders by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Rear-end	0	1 (2.7%)
Head-on	0	1 (2.7%)
Sideswipe	0	1 (2.7%)
Hit fixed obstruction or temporary object	1 (33.3%)	12 (32.4%)
Overturned	2 (66.7%)	19 (51.4%)
Hit pedestrian	0	1 (2.7%)
Hit animal	0	2 (5.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.18. Fatalities and hospitalisations in Flinders, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	1 (25.0%)	8 (13.8%)
Fatigue-related	0	17 (29.3%)
Speed-related	2 (50.0%)	8 (13.8%)
Road-related	0	13 (22.4%)
Vehicle-related	0	7 (12.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.19. Restraint use and helmet use in fatalities and hospitalisations in Flinders, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	2 (50.0%)	33 (60.0%)
Fitted – Not Worn	2 (50.0%)	10 (18.2%)
Fitted – Unknown	0	10 (18.2%)
Not Fitted	0	1 (1.8%)
Unknown	0	1 (1.8%)
Not Applicable	0	3
Helmet Use		
Worn	0	2 (100%)
Not Applicable	4	56

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.20. Licensed state of drivers in Flinders fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	3 (100%)	28 (70.0%)
New South Wales	0	1 (2.5%)
Overseas	0	8 (20.0%)
Unknown	0	3 (7.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

McKinlay

There were 99 road traffic crashes on McKinlay roads between 1998 and 2002, which posed a cost of $8,958,000 to the community. McKinlay crashes resulted in 80 casualties. This section will describe crashes on McKinlay roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.21. Casualties by severity and road user type in McKinlay, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (60.0%)	21 (51.2%)	13 (61.9%)	5 (38.5%)
Passenger	2 (40.0%)	19 (46.3%)	8 (38.1%)	8 (61.5%)
Motorcycle Rider	0	1 (2.4%)	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.22. Fatal and hospitalisation crashes in McKinlay by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Rear-end	0	1 (3.2%)
Sideswipe	0	1 (3.2%)
Hit fixed obstruction or temporary object	2 (40.0%)	9 (29.0%)
Overturned	3 (60.0%)	16 (51.6%)
Motor or pedal cycle overturn, fall or drop	0	1 (3.2%)
Hit animal	0	3 (9.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.23. Fatalities and hospitalisations in McKinlay, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	4 (80.0%)	4 (9.8%)
Fatigue-related	3 (60.0%)	11 (26.8%)
Speed-related	1 (20.0%)	7 (17.1%)
Road-related	0	8 (19.5%)
Vehicle-related	1 (20.0%)	4 (9.8%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.24. Restraint use and helmet use in fatalities and hospitalisations in McKinlay, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	30 (75.0%)
Fitted – Not Worn	2 (40.0%)	7 (17.5%)
Fitted – Unknown	1 (20.0%)	1 (2.5%)
Not Fitted	0	1 (2.5%)
Unknown	2 (40.0%)	1 (2.5%)
Not Applicable	0	1
Helmet Use		
Worn	0	1 (100%)
Not Applicable	5	40

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.25. Licensed state of drivers in McKinlay fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	2 (40.0%)	20 (57.1%)
New South Wales	1 (20.0%)	5 (14.3%)
Victoria	0	1 (2.9%)
South Australia	0	1 (2.9%)
Tasmania	0	1 (2.9%)
Northern Territory	0	2 (5.7%)
Overseas	0	2 (5.7%)
Unknown	2 (40.0%)	3 (8.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Mornington

There were 16 road traffic crashes on Mornington roads between 1998 and 2002, which posed a cost of $1,856,000 to the community. Mornington crashes resulted in 31 casualties. This section will describe crashes on Mornington roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.26. Casualties by severity and road user type in Mornington, 1998 to 2002 (percentage of all road users in parentheses)

	Hospitalisation	Medical Treatment	Minor Injury
Driver	6 (28.6%)	2 (25.0%)	1 (50.0%)
Passenger	13 (61.9%)	5 (62.5%)	1 (50.0%)
Pedestrian	2 (9.5%)	1 (12.5%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.27. Hospitalisation crashes in Mornington by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisation
Hit fixed obstruction or temporary object	2 (16.7%)
Overturned	8 (66.7%)
Hit pedestrian	2 (16.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.28. Hospitalisations in Mornington, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Hospitalisations
Alcohol-related	10 (47.6%)
Fatigue-related	2 (9.5%)
Speed-related	10 (47.6%)
Road-related	4 (19.0%)
Vehicle-related	2 (9.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.29. Restraint use and helmet use in hospitalisations in Mornington, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisations
Restraint Use	
Fitted – Worn	0
Fitted – Not Worn	11 (61.1%)
Fitted – Unknown	3 (16.7%)
Not Fitted	4 (22.2%)
Unknown	0
Not Applicable	3
Helmet Use	
Not Applicable	21

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.30. Licensed state of drivers in Mornington hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Hospitalisation
Queensland	11 (91.7%)
Unknown	1 (8.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Mount Isa

There were 512 road traffic crashes on Mount Isa roads between 1998 and 2002, which posed a cost of $28,250,000 to the community. Mount Isa crashes resulted in 353 casualties. This section will describe crashes on Mount Isa roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.31. Casualties by severity and road user type in Mount Isa, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	3 (25.0%)	49 (37.7%)	60 (40.3%)	23 (37.1%)
Passenger	5 (41.7%)	33 (25.4%)	46 (30.9%)	18 (29.0%)
Pedestrian	4 (33.3%)	14 (10.8%)	15 (10.1%)	5 (8.1%)
Motorcycle Rider	0	25 (19.2%)	10 (6.7%)	4 (6.5%)
Motorcycle Pillion	0	1 (0.8%)	0	0
Bicycle Rider	0	7 (5.4%)	18 (12.1%)	12 (19.4%)
Other Controller	0	1 (0.8%)	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.32. Fatal and hospitalisation crashes in Mount Isa by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	4 (3.8%)
Angle	0	28 (26.7%)
Rear-end	0	7 (6.7%)
Head-on	0	1 (1.0%)
Sideswipe	0	4 (3.8%)
Hit fixed obstruction or temporary object	2 (20.0%)	22 (21.0%)
Overturned	2 (20.0%)	12 (11.4%)
Fall from moving vehicle	1 (10.0%)	2 (1.9%)
Motor or pedal cycle overturn, fall or drop	0	5 (4.8%)
Hit pedestrian	4 (40.0%)	15 (14.3%)
Hit animal	1 (10.0%)	4 (3.8%)
Non-collision – miscellaneous	0	1 (1.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.33. Fatalities and hospitalisations in Mount Isa, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	4 (33.3%)	28 (21.5%)
Fatigue-related	5 (41.7%)	11 (8.5%)
Speed-related	3 (25.0%)	7 (5.4%)
Road-related	2 (16.7%)	12 (9.2%)
Vehicle-related	1 (8.3%)	6 (4.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.34. Restraint use and helmet use in fatalities and hospitalisations in Mount Isa, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	1 (12.5%)	60 (73.2%)
Fitted – Not Worn	1 (12.5%)	3 (3.7%)
Fitted – Unknown	4 (50.0%)	10 (12.2%)
Not Fitted	1 (12.5%)	0
Unknown	1 (12.5%)	9 (11.0%)
Not Applicable	4	48
Helmet Use		
Worn	0	31 (93.9%)
Not Worn	0	1 (3.0%)
Unknown	0	1 (3.0%)
Not Applicable	12	97

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.35. Licensed state of drivers in Mount Isa fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	8 (72.7%)	124 (90.5%)
New South Wales	0	4 (2.9%)
South Australia	0	1 (0.7%)
Northern Territory	1 (9.1%)	0
Overseas	0	3 (2.2%)
Unknown	2 (18.2%)	5 (3.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Richmond

There were 51 road traffic crashes on Richmond roads between 1998 and 2002, which posed a cost of $4,584,000 to the community. Richmond crashes resulted in 44 casualties. This section will describe crashes on Richmond roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table C.36. Casualties by severity and road user type in Richmond, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	0	14 (42.4%)	2 (28.6%)	1 (33.3%)
Passenger	1 (100%)	15 (45.5%)	4 (57.1%)	2 (66.7%)
Pedestrian	0	1 (3.0%)	0	0
Motorcycle Rider	0	2 (6.1%)	0	0
Motorcycle Pillion	0	1 (3.0%)	0	0
Bicycle Rider	0	0	1 (14.3%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.37. Fatal and hospitalisation crashes in Richmond by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	0	2 (8.3%)
Hit fixed obstruction or temporary object	0	5 (20.8%)
Overturned	1 (100%)	13 (54.2%)
Fall from moving vehicle	0	1 (4.2%)
Motor or pedal cycle overturn, fall or drop	0	2 (8.3%)
Hit pedestrian	0	1 (4.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.38. Fatalities and hospitalisations in Richmond, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	0	5 (15.2%)
Fatigue-related	0	12 (36.4%)
Speed-related	0	4 (12.1%)
Road-related	0	4 (12.1%)
Vehicle-related	1 (100%)	9 (27.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.39. Restraint use and helmet use in fatalities and hospitalisations in Richmond, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	14 (51.9%)
Fitted – Not Worn	0	4 (14.8%)
Fitted – Unknown	1 (100%)	4 (14.8%)
Not Fitted	0	4 (14.8%)
Unknown	0	1 (3.7%)
Not Applicable	0	6
Helmet Use		
Worn	0	3 (100%)
Not Worn	0	0
Not Applicable	1	30

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table C.40. Licensed state of drivers in Richmond fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	0	16 (61.5%)
New South Wales	0	1 (3.8%)
Victoria	0	1 (3.8%)
Northern Territory	0	2 (7.7%)
Overseas	1 (100%)	5 (19.2%)
Unknown	0	1 (3.8%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Unincorporated Islands

There were no crashes recorded in the Queensland Transport WebCrash 2 Database for the Unincorporated Islands for the five year period from 1998 to 2002.

Appendix D

Road Traffic Crashes by Statistical Local Area – Northern Balance

Burdekin

There were 484 road traffic crashes on Burdekin roads between 1998 and 2002, which posed a cost of $31,774,000 to the community. Burdekin crashes resulted in 386 casualties. This section will describe crashes on Burdekin roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table D.1. Casualties by severity and road user type in Burdekin, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	8 (33.3%)	83 (56.1%)	87 (56.9%)	38 (62.3%)
Passenger	12 (50.0%)	45 (30.4%)	52 (34.0%)	20 (32.8%)
Pedestrian	0	10 (6.8%)	5 (3.3%)	0
Motorcycle Rider	2 (8.3%)	8 (5.4%)	6 (3.9%)	1 (1.6%)
Bicycle Rider	2 (8.3%)	2 (1.4%)	3 (2.0%)	2 (3.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.2. Fatal and hospitalisation crashes in Burdekin by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	5 (31.3%)	30 (28.8%)
Rear-end	2 (12.5%)	6 (5.8%)
Head-on	3 (18.8%)	4 (3.8%)
Sideswipe	3 (18.8%)	2 (1.9%)
Hit fixed obstruction or temporary object	1 (6.3%)	28 (26.9%)
Overturned	1 (6.3%)	19 (18.3%)
Fall from moving vehicle	1 (6.3%)	3 (2.9%)
Motor or pedal cycle overturn, fall or drop	0	2 (1.9%)
Hit pedestrian	0	10 (9.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.3. Fatalities and hospitalisations in Burdekin, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	0	33 (22.3%)
Fatigue-related	2 (8.3%)	19 (12.8%)
Speed-related	3 (12.5%)	31 (20.9%)
Road-related	0	5 (3.4%)
Vehicle-related	0	5 (3.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.4. Restraint use and helmet use in fatalities and hospitalisations in Burdekin, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	11 (55.0%)	75 (59.5%)
Fitted – Not Worn	2 (10.0%)	13 (10.3%)
Fitted – Unknown	3 (15.0%)	17 (13.5%)
Not Fitted	1 (5.0%)	7 (5.6%)
Unknown	3 (15.0%)	14 (11.1%)
Not Applicable	4	22
Helmet Use		
Worn	4 (100%)	9 (90.0%)
Not Worn	0	1 (10.0%)
Not Applicable	20	138

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.5. Licensed state of drivers in Burdekin fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	26 (96.3%)	136 (91.9%)
New South Wales	1 (3.7%)	0
Victoria	0	3 (2.0%)
Overseas	0	1 (0.7%)
Not applicable	0	1 (0.7%)
Unknown	0	7 (4.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Charters Towers

There were 172 road traffic crashes on Charters Towers roads between 1998 and 2002, which posed a cost of $8,386,000 to the community. Charters Towers crashes resulted in 117 casualties. This section will describe crashes on Charters Towers roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table D.6. Casualties by severity and road user type in Charters Towers, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	0	28 (68.3%)	24 (54.5%)	14 (46.7%)
Passenger	0	5 (12.2%)	12 (27.3%)	8 (26.7%)
Pedestrian	0	3 (7.3%)	5 (11.4%)	2 (6.7%)
Motorcycle Rider	1 (50.0%)	3 (7.3%)	2 (4.5%)	4 (13.3%)
Motorcycle Pillion	0	1 (2.4%)	0	1 (3.3%)
Bicycle Rider	1 (50.0%)	1 (2.4%)	1 (2.3%)	1 (3.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.7. Fatal and hospitalisation crashes in Charters Towers by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	1 (50.0%)	20 (58.8%)
Sideswipe	1 (50.0%)	2 (5.9%)
Hit fixed obstruction or temporary object	0	6 (17.6%)
Fall from moving vehicle	0	1 (2.9%)
Motor or pedal cycle overturn, fall or drop	0	1 (2.9%)
Hit pedestrian	0	3 (8.8%)
Hit animal	0	1 (2.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.8. Fatalities and hospitalisations in Charters Towers, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	0	7 (17.1%)
Fatigue-related	0	1 (2.4%)
Speed-related	0	3 (7.3%)
Road-related	0	0
Vehicle-related	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.9. Restraint use and helmet use in fatalities and hospitalisations in Charters Towers, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	26 (78.8%)
Fitted – Not Worn	0	0
Fitted – Unknown	0	2 (6.1%)
Not Fitted	0	3 (9.1%)
Unknown	0	2 (6.1%)
Not Applicable	2	8
Helmet Use		
Worn	2 (100%)	3 (60.0%)
Not Worn	0	2 (40.0%)
Not Applicable	0	36

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.10. Licensed state of drivers in Charters Towers fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	3 (100%)	45 (83.3%)
Victoria	0	1 (1.9%)
South Australia	0	1 (1.9%)
Western Australia	0	1 (1.9%)
Tasmania	0	1 (1.9%)
Overseas	0	1 (1.9%)
Unknown	0	4 (7.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Dalrymple

There were 266 road traffic crashes on Dalrymple roads between 1998 and 2002, which posed a cost of $24,558,000 to the community. Dalrymple crashes resulted in 244 casualties. This section will describe crashes on Dalrymple roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table D.11. Casualties by severity and road user type in Dalrymple, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	12 (70.6%)	54 (49.1%)	44 (52.4%)	17 (51.5%)
Passenger	2 (11.8%)	40 (36.4%)	33 (39.3%)	15 (45.5%)
Pedestrian	1 (5.9%)	1 (0.9%)	2 (2.4%)	0
Motorcycle Rider	2 (11.8%)	12 (10.9%)	4 (4.8%)	1 (3.0%)
Motorcycle Pillion	0	2 (1.8%)	1 (1.2%)	0
Bicycle Rider	0	1 (0.9%)	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.12. Fatal and hospitalisation crashes in Dalrymple by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Angle	0	1 (1.4%)
Rear-end	0	1 (1.4%)
Head-on	4 (25.0%)	3 (4.2%)
Sideswipe	0	5 (6.9%)
Hit fixed obstruction or temporary object	5 (31.3%)	18 (25.0%)
Overturned	5 (31.3%)	32 (44.4%)
Fall from moving vehicle	0	2 (2.8%)
Motor or pedal cycle overturn, fall or drop	1 (6.3%)	2 (2.8%)
Hit pedestrian	1 (6.3%)	0
Hit animal	0	6 (8.3%)
Collision – miscellaneous	0	2 (2.8%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.13. Fatalities and hospitalisations in Dalrymple, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	3 (17.6%)	15 (13.6%)
Fatigue-related	7 (41.2%)	36 (32.7%)
Speed-related	2 (11.8%)	9 (8.2%)
Road-related	0	15 (13.6%)
Vehicle-related	2 (11.8%)	8 (7.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.14. Restraint use and helmet use in fatalities and hospitalisations in Dalrymple, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	2 (14.3%)	50 (54.3%)
Fitted – Not Worn	6 (42.9%)	12 (13.0%)
Fitted – Unknown	3 (21.4%)	20 (21.7%)
Not Fitted	1 (7.1%)	1 (1.1%)
Unknown	2 (14.3%)	9 (9.8%)
Not Applicable	3	18
Helmet Use		
Worn	2 (100%)	11 (73.3%)
Not Worn	0	3 (20.0%)
Unknown	0	1 (6.7%)
Not Applicable	15	95

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.15. Licensed state of drivers in Dalrymple fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	21 (84.0%)	67 (80.7%)
New South Wales	0	1 (1.2%)
Victoria	1 (4.0%)	1 (1.2%)
South Australia	0	1 (1.2%)
Northern Territory	0	1 (1.2%)
Australian Capital Territory	0	1 (1.2%)
Federal	0	2 (2.4%)
Overseas	1 (4.0%)	3 (3.6%)
Not applicable	0	1 (1.2%)
Unknown	2 (8.0%)	5 (6.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Hinchinbrook – excluding Palm Island

There were 337 road traffic crashes on Hinchinbrook roads between 1998 and 2002, which posed a cost of $19,652,000 to the community. Hinchinbrook crashes resulted in 294 casualties. This section will describe crashes on Hinchinbrook roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table D.16. Casualties by severity and road user type in Hinchinbrook, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	2 (20.0%)	45 (53.6%)	66 (47.1%)	34 (56.7%)
Passenger	5 (50.0%)	24 (28.6%)	59 (42.1%)	17 (28.3%)
Pedestrian	3 (30.0%)	5 (6.0%)	5 (3.6%)	4 (6.7%)
Motorcycle Rider	0	9 (10.7%)	6 (4.3%)	2 (3.3%)
Bicycle Rider	0	1 (1.2%)	4 (2.9%)	3 (5.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.17. Fatal and hospitalisation crashes in Hinchinbrook by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	2 (3.2%)
Angle	0	13 (20.6%)
Rear-end	1 (11.1%)	4 (6.3%)
Head-on	0	5 (7.9%)
Hit fixed obstruction or temporary object	2 (22.2%)	22 (34.9%)
Overturned	2 (22.2%)	8 (12.7%)
Fall from moving vehicle	0	1 (1.6%)
Motor or pedal cycle overturn, fall or drop	0	1 (1.6%)
Hit pedestrian	3 (33.3%)	5 (7.9%)
Hit animal	0	1 (1.6%)
Struck by external load	1 (11.1%)	0
Collision – miscellaneous	0	1 (1.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.18. Fatalities and hospitalisations in Hinchinbrook, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	4 (40.0%)	12 (14.3%)
Fatigue-related	1 (10.0%)	19 (22.6%)
Speed-related	1 (10.0%)	10 (11.9%)
Road-related	0	3 (3.6%)
Vehicle-related	1 (10.0%)	7 (8.3%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.19. Restraint use and helmet use in fatalities and hospitalisations in Hinchinbrook, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	3 (42.9%)	46 (70.8%)
Fitted – Not Worn	1 (14.3%)	5 (7.7%)
Fitted – Unknown	1 (14.3%)	11 (16.9%)
Not Fitted	1 (14.3%)	1 (1.5%)
Unknown	1 (14.3%)	2 (3.1%)
Not Applicable	3	19
Helmet Use		
Worn	0	6 (60.0%)
Not Worn	0	3 (30.0%)
Unknown	0	1 (10.0%)
Not Applicable	10	74

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.20. Licensed state of drivers in Hinchinbrook fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	8 (66.7%)	73 (88.0%)
New South Wales	1 (8.3%)	1 (1.2%)
Western Australia	1 (8.3%)	0
Overseas	1 (8.3%)	1 (1.2%)
Unknown	1 (8.3%)	8 (9.6%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Hinchinbrook – Palm Island

There were 22 road traffic crashes on Palm Island roads between 1998 and 2002, which posed a cost of $2,234,000 to the community. Palm Island crashes resulted in 31 casualties. This section will describe crashes on Palm Island roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table D.21. Casualties by severity and road user type on Palm Island, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	0	4 (21.1%)	3 (37.5%)	1 (50.0%)
Passenger	2 (100%)	9 (47.4%)	3 (37.5%)	1 (50.0%)
Pedestrian	0	5 (26.3%)	0	0
Motorcycle Rider	0	1 (5.3%)	0	0
Bicycle Rider	0	0	2 (25.0%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.22. Fatal and hospitalisation crashes on Palm Island by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit fixed obstruction or temporary object	0	3 (33.3%)
Overturned	1 (100%)	1 (11.1%)
Motor or pedal cycle overturn, fall or drop	0	1 (11.1%)
Hit pedestrian	0	3 (33.3%)
Hit animal	0	1 (11.1%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.23. Fatalities and hospitalisations on Palm Island, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	0	4 (21.1%)
Fatigue-related	0	0
Speed-related	0	1 (5.3%)
Road-related	0	0
Vehicle-related	0	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.24. Restraint use and helmet use in fatalities and hospitalisations on Palm Island, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	0
Fitted – Not Worn	0	4 (33.3%)
Fitted – Unknown	0	1 (8.3%)
Not Fitted	0	0
Unknown	2 (100%)	7 (58.3%)
Not Applicable	0	7
Helmet Use		
Worn	0	1 (100%)
Not Worn	0	0
Not Applicable	2	18

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.25. Licensed state of drivers on Palm Island fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	0	8 (100%)
Unknown	1 (100%)	0

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Thuringowa Part B

There were 183 road traffic crashes on Thuringowa Part B roads between 1998 and 2002, which posed a cost of $10,528,000 to the community. Thuringowa Part B crashes resulted in 165 casualties. This section will describe crashes on Thuringowa Part B roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table D.26. Casualties by severity and road user type in Thuringowa Part B, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	1 (50.0%)	24 (40.0%)	46 (56.8%)	16 (72.7%)
Passenger	1 (50.0%)	24 (40.0%)	29 (35.8%)	5 (22.7%)
Pedestrian	0	2 (3.3%)	0	0
Motorcycle Rider	0	10 (16.7%)	5 (6.2%)	0
Motorcycle Pillion	0	0	1 (1.2%)	0
Bicycle Rider	0	0	0	1 (4.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.27. Fatal and hospitalisation crashes in Thuringowa Part B by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	1 (2.1%)
Angle	0	3 (6.3%)
Rear-end	0	2 (4.2%)
Head-on	1 (50.0%)	1 (2.1%)
Sideswipe	0	3 (6.3%)
Hit fixed obstruction or temporary object	0	18 (37.5%)
Overturned	1 (50.0%)	10 (20.8%)
Motor or pedal cycle overturn, fall or drop	0	3 (6.3%)
Hit pedestrian	0	2 (4.2%)
Hit animal	0	5 (10.4%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.28. Fatalities and hospitalisations in Thuringowa Part B, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	0	9 (15.0%)
Fatigue-related	1 (50.0%)	13 (21.7%)
Speed-related	1 (50.0%)	4 (6.7%)
Road-related	0	2 (3.3%)
Vehicle-related	0	3 (5.0%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.29. Restraint use and helmet use in fatalities and hospitalisations in Thuringowa Part B, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	31 (66.0%)
Fitted – Not Worn	0	3 (6.4%)
Fitted – Unknown	1 (100%)	7 (14.9%)
Not Fitted	0	1 (2.1%)
Unknown	0	5 (10.6%)
Not Applicable	1	13
Helmet Use		
Worn	0	10 (100%)
Unknown	0	0
Not Applicable	2	50

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.30. Licensed state of drivers in Thuringowa Part B fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	3 (100%)	52 (82.5%)
New South Wales	0	2 (3.2%)
Victoria	0	1 (1.6%)
South Australia	0	1 (1.6%)
Western Australia	0	2 (3.2%)
Overseas	0	3 (4.8%)
Unknown	0	2 (3.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Townsville Part B

There were 80 road traffic crashes on Townsville Part B roads between 1998 and 2002, which posed a cost of $6,682,000 to the community. Townsville Part B crashes resulted in 73 casualties. This section will describe crashes on Townsville Part B roads in terms of casualty severity, road user type, nature of crash, contributing factors (alcohol-related, fatigue-related, speed-related, road-related and vehicle-related), restraint use, helmet use and licensed state of drivers.

Table D.31. Casualties by severity and road user type in Townsville Part B, 1998 to 2002 (percentage of all road users in parentheses)

	Fatalities	Hospital	Med. Treat	Minor Inj.
Driver	1 (50.0%)	28 (73.7%)	11 (55.0%)	10 (76.9%)
Passenger	1 (50.0%)	6 (15.8%)	7 (35.0%)	2 (15.4%)
Motorcycle Rider	0	4 (10.5%)	2 (10.0%)	1 (7.7%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.32. Fatal and hospitalisation crashes in Townsville Part B by nature of crash, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Hit parked vehicle	0	1 (3.2%)
Angle	1 (50.0%)	3 (9.7%)
Rear-end	0	1 (3.2%)
Head-on	0	1 (3.2%)
Sideswipe	0	2 (6.5%)
Hit fixed obstruction or temporary object	1 (50.0%)	13 (41.9%)
Overturned	0	7 (22.6%)
Motor or pedal cycle overturn, fall or drop	0	2 (6.5%)
Hit animal	0	1 (3.2%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.33. Fatalities and hospitalisations in Townsville Part B, 1998 to 2002 by selected contributing factors (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Alcohol-related	1 (50.0%)	6 (15.8%)
Fatigue-related	0	9 (23.7%)
Speed-related	1 (50.0%)	4 (10.5%)
Road-related	0	0
Vehicle-related	0	3 (7.9%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.34. Restraint use and helmet use in fatalities and hospitalisations in Townsville Part B, 1998 to 2002 (percentage of totals in parentheses)

	Fatalities	Hospitalisations
Restraint Use		
Fitted – Worn	0	23 (69.7%)
Fitted – Not Worn	1 (50.0%)	1 (3.0%)
Fitted – Unknown	1 (50.0%)	7 (21.2%)
Not Fitted	0	0
Unknown	0	2 (6.1%)
Not Applicable	0	5
Helmet Use		
Worn	0	2 (50.0%)
Not Worn	0	1 (25.0%)
Unknown	0	1 (25.0%)
Not Applicable	2	34

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Table D.35. Licensed state of drivers in Townsville Part B fatal and hospitalisation crashes, 1998 to 2002 (percentage of totals in parentheses)

	Fatal	Hospitalisation
Queensland	3 (100%)	33 (86.8%)
New South Wales	0	1 (2.6%)
Unknown	0	4 (10.5%)

Source: Queensland Transport WebCrash 2 Database – accessed 24 November 2004

Appendix E

Licence Classes and Vehicle Registrations by Statistical Local Area – North Queensland

Table E.1. Licence classes* held in North Queensland by statistical division and urban and rural areas (as at December, 2004)

	C	CA	HC	HR	LR	MC	MR	Total Veh Classes	R	RE	Total M'cyc Classes	UD	Total Classes
Far North	108,020	4,558	7,308	20,043	3,415	1,624	5,752	150,720	27,034	12,817	39,851	7,537	198,108
Urban areas	45,848	2,434	2,172	6,327	1,345	363	2,004	60,493	9,404	5,103	14,507	2,058	77,058
Rural areas	62,172	2,124	5,136	13,716	2,070	1,261	3,748	90,227	17,630	7,714	25,344	5,479	121,050
North West	12,493	517	1,190	3210	359	816	969	19,554	3,596	2,215	5,811	943	26,308
Northern	101,860	4,965	6,365	17,317	2,069	2,070	5,497	140,143	24,109	12,506	36,615	7,724	184,482
Urban areas	70,910	3,858	3,248	8,781	1,254	1,062	3,460	92,573	14,049	8,476	22,525	3,039	118,137
Rural areas	30,950	1,107	3,117	8,536	815	1,008	2,037	47,570	10,060	4,030	14,090	4,685	66,345

Source: Queensland Transport, Transport Registrations and Integrated Licensing System (TRAILS)

*C = car; CA = car, automatic transmission; HC = heavy combination; HR = heavy rigid; LR = light rigid; MC = multi-combination; MR = medium rigid; R = motorbike; RE = motorbike ≤ 250ml; UD = special construction.

Table E.2. Vehicle registrations in North Queensland by statistical division and urban and rural areas (as at December, 2004)

	Cars	Light Commercial	Camper/ Motor Home	M'cycles	Minibuses	Buses	Prime Movers	Trucks	Total Regos
Far North	99,786	38,754	534	7,325	1,446	798	578	3,498	152,719
Urban areas	45,823	13,785	236	3,221	485	398	124	1,042	65,114
Rural areas	53,963	24,969	298	4,104	961	400	454	2,456	87,605
North West	11,150	6,933	31	1,014	211	39	307	1,022	20,707
Northern	88,116	33,302	351	6,570	536	366	669	3,408	133,318
Urban areas	54,916	15,351	177	4,161	289	176	236	1,122	76,428
Rural areas	33,200	17,951	174	2,409	247	190	433	2,286	56,890

Source: Queensland Transport, Transport Registrations and Integrated Licensing System (TRAILS)

RURAL & REMOTE

ROAD SAFETY STUDY

CARRS

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